A Generall VIEW and DESCRIPTION of the ſeveral Parts of FORTIFICATION.

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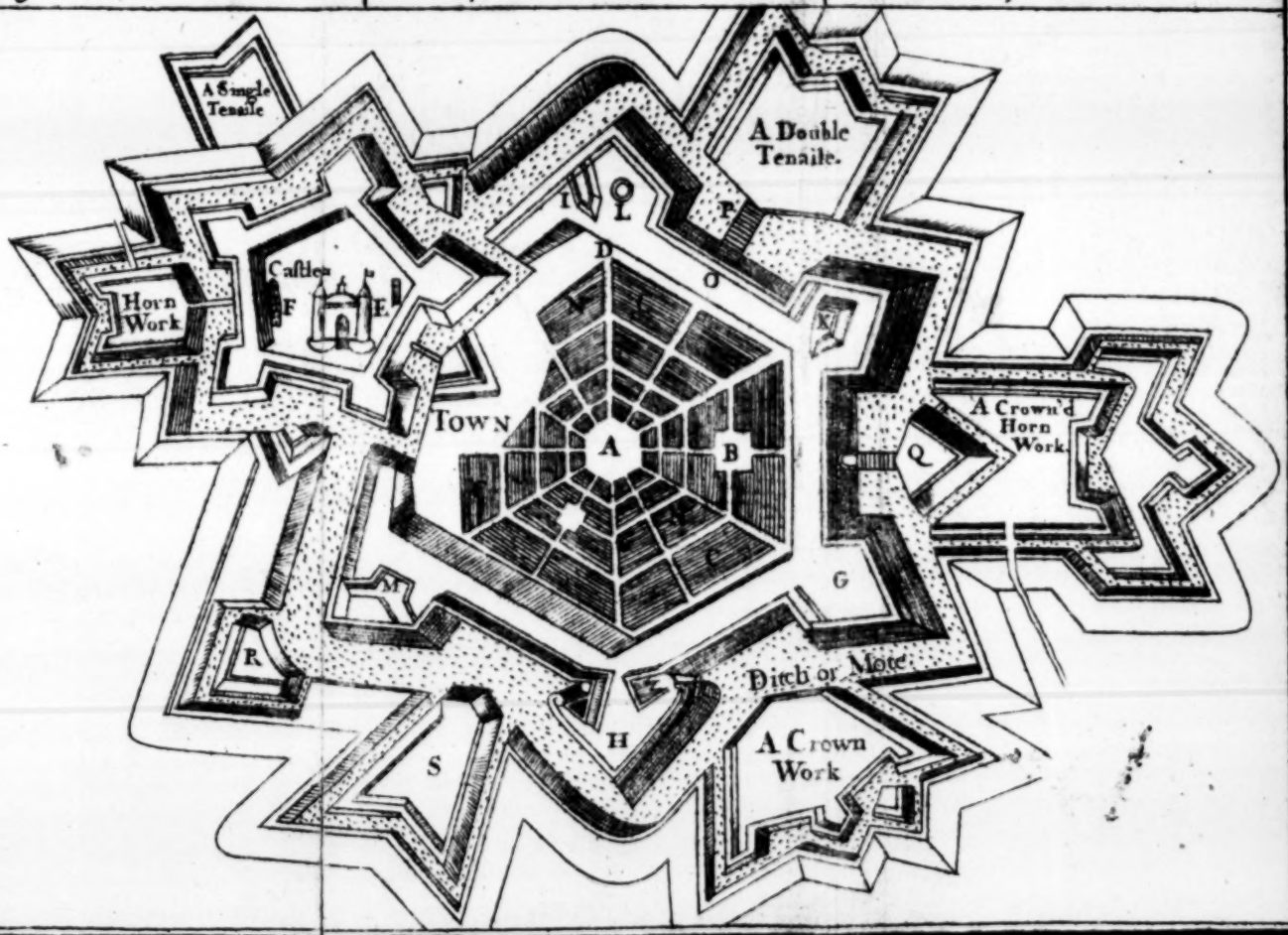
B. The Market-Place.
C. Ground-plots of Houſes.
D. Streets.
E. The Governor's Houſe.
F. Lodgements for Soldiers.
G. A Baſtion or Bulwark.
H. A Baſtion with Cazemates, Port-holes or Embrazures.
I. A Platform.
K. A Cavalier.
L. A Contramine.
M. A Retrenchment.
N. Churches.
O. The Rampire w.th its Parapets &c.
P. A Bridge.
Q. A Ravelin.
R. A Half-Moon.
S. A Work made in the form of a Swallows Tail.



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TO THE READER.

EVery Art and Science has its peculiar Terms, which are obſcure to all who are not vers'd in it, or at leaſt have not made it their Buſineſs to be acquainted with them. The Art of War, like all the reſt, has many Words unknown, or at leaſt not familiar to any but thoſe whoſe Profeſſion and Duty obliges to be Maſters of them. Yet there are but few Men who do not eagerly hearken after, or read News; and at this Time, when all Europe *is embroil'd in War, there can be little News without ſome Account of Martial Exploits, where there always occur ſome Terms of Art, not intelligible to Perſons unskill'd in Military Affairs. Theſe Difficulties are generally paſs'd by unregarded, as if not material for*

the Underſtanding of what is read; and yet in Reality they are as neceſſary and proper to be known as any other Part of the Relation, which, without them, becomes but a confus'd Notion of ſomething done or acted, without any diſtinct judicious Knowledge of the Methods, Parts, and Circumſtances of the Action. This little Dictionary *will clear all thoſe Difficulties that may ariſe from ſuch Terms of Art as are not commonly known; for here they are all Explain'd, not in obſcure Words, as if they were deſign'd for Artiſts only, but in ſuch a plain familiar Method, as may render them eaſy to all Capacities. If it happen, as it often does, that one Term is explain'd by another not known to the Reader, he need only turn to it, and thus at one View become Maſter of them both; for to explain every Word in every Place it is mention'd, would have made a much bigger Book, without any Advantage to the Buyer, who will here find every Word in its proper Place; and the whole* Dictionary *no Burden to his Pocket.*

To the Reader.

The ſame that is ſaid in Behalf of the Military, *anſwers the End of the* Sea-Dictionary. *The Maritime Terms here explain'd, are not commonly known and intelligible to Land-Men, who, if any Thing Curious, muſt be well pleas'd to underſtand them, as they occur in Relations, which cannot poſſibly be without them.*

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A Military Dictionary.

A.

Adjutant. Vide *Aid-Major*.

Advanc'd Guard. Vide *Guard*.

Aid de Camp. An Officer always following one of the Generals, that is, the General, Lieutenant-General, or Major-General, to receive and carry their Orders, as occaſion requires. When the King is in the Field, he appoints young Gentlemen of Note to carry his Orders, and they are call'd the King's *Aids de Camp*.

Advance. To advance, is to move forwards. *Advance your Pikes*; is to hold them upright cloſe to the Right Side, the But-End in the Right Hand.

Aid-Major, or *Adjutant*. An Officer, who eaſes the Major of part of the Burthen of his Duty, and performs it all in his Abſence. Some Majors have ſeveral *Aids-Majors*. Each Troop of Guards has but one Major, who has two *Aids-Majors*. Every fortify'd Place has but one Major, who has more or fewer *Aids-Majors* under him, according to its bigneſs. Every Regiment of Foot has as many *Aids-Ma-*

jors as it contains Battalions. When a Battalion is drawn up, the *Aid-Major's* Poſt is on the Left, beyond all the Captains, and behind the Lieutenant-Colonel.

Alarm. By ſome falſely writ *Alarum* is a ſudden Apprehenſion upon ſome Noiſe or Report, which makes Men run to their Arms to ſtand upon their Guard. There are falſe Alarms, when they are taken upon falſe Fears or Reports, or elſe when given by the Enemy, only to keep their Adverſaries from reſt, or otherwiſe to deceive them.

Ambuſcade, or *Ambuſh*. A Body of Men that lies conceal'd in a Wood, or other convenient Place, to ſurpriſe or encloſe an Enemy. To fall into an Ambuſh; to diſcover an Ambuſh; to defeat an Ambuſh.

Ambigon. Vide *Triangle*.

Ammunition, implies all ſorts of Warlike Stores, and more particularly Powder and Ball.

Ammunition Bread. The Bread that is provided for, and diſtributed to the Soldiers.

Angle, as a Geometrical Term in general, is the meeting of Two Lines, and touching one another in the ſame Plain, yet not lying in the ſame ſtraight Line, but ſo that, if prolong'd, they would cut one another, and ſo form another Angle upon the Back of the firſt.

An Acute Angle. That which is ſharp and leſs open than the Right Angle, in meaſure under 90 Degrees.

An Obtuſe Angle. That which is blunt, and more open than a Right Angle, in meaſure above 90 Degrees.

An Angle Rectilinear, is made by ſtraight Lines, to diſtinguiſh it from the Spherical or Curvilinear, of which no more need be ſaid, as being of no uſe in Fortification.

A Right Angle, is form'd by a Line falling perpendicularly upon another, and the meaſure of this Angle is always 90 Degrees.

Angle at the Center, in Fortification, is that which is form'd in the midſt of the *Polygon*, or Figure, by two Lines proceeding from the Center, and terminating at the two neareſt Angles of the Polygon.

Angle of the Curtin, or *Angle of the Flank*. That which is made by, and contain'd between the Curtin and the Flank, as *H. I. L. Fig.* 1.

Angle of the Polygon. That which is made by the meeting of the two ſides of the *Polygon*, or Figure, in the Center of the Baſtion.

Angle of the Triangle. Half the Angle of the *Polygon*.

Angle of the Baſtion, or *Flank'd Angle*. That which is made by the two Faces, being the utmoſt part of the Baſtion, moſt expos'd to the Enemies Batteries, and called the Point of the Baſtion.

Angle diminiſh'd. Only us'd by the Dutch Engineers, and compos'd by the Face of the Baſtion, and the exterior Side of the Polygon.

Angle of the Shoulder, or *Epaule.* Form'd by the Face and Flank of the Baſtion.

Angle at the Flank. Vide *Angle at the Curtin.*

Angle of the Tenaille, or outward *Flanking Angle*, call'd alſo *Angle Mort*, or *Dead Angle*, or *Angle Rentrant*, or *Angle Inwards.* Made by the two Lines *Fichant*, that is, the Faces of the two Baſtions extended till they meet in an Angle towards the Curtin, and is that which always carries its Point in towards the Work.

Angle forming the Flank. Made by the Flank, and that part of the Side of the *Polygon* which runs from the ſaid Flank to the Angle of the *Polygon*, and if protracted croſſes the Baſtion; only us'd by Dutch Engineers.

Flank'd Angle. The Angle made by the two Faces of the Baſtion; the Point of the Baſtion.

Angle Saillant, *Sortant*, or *Viff.* That which thruſts out its Point from the Work towards the Country.

Angle Rentrant. An Angle pointing inwards, as the *Saillant* does outwards.

Inward-Flanking Angle. That which is made by the Flanking Line, and the Curtin.

Angle of the Counterſcarp. Made by two Sides of the Counterſcarp before the middle of the Curtin.

Angles of a Battalion. Made by the laſt Men at the ends of the Ranks and Files.

Front-Angles. The two laſt Men of the Front-Rank.

Rear-Angles. The two laſt Men of the Rear-Rank.

Anſpeſade. Vide *Lanſpeſade.*

Anteſtature. A ſmall Retrenchment made with Paliſades, or Bags of Earth, wherewith Men cover themſelves in haſte, to diſpute the reſt of the Ground when the Enemy has gain'd part.

Appointé. A Foot Soldier, who for his long Service, and extraordinary Bravery, receives pay above the private Sentinels, and expects to be advanc'd. This is in *France*, for I find none ſuch in *England*; and now even in *France* the *Appointees* of all Regiments have been ſuppreſs'd, ſince the Companies are reduc'd to 50 Men. Only the Regiment of Guards has ſtill 20 *Appointees* in a Company, each Company conſiſting of 150 Men. Their extraordinary Allowance is 18 Deniers above the other Soldiers.

Approaches. All the Works that are carry'd on towards a Place that is Beſieg'd; as the Trenches, Epaulments without Trenches, Redoubts, Places of Arms, Sappe, Galeries, and Lodgments. *See theſe Words in their ſeveral Places.* Approaches *alſo ſignify* Attacks.

Araignée, Rameau, Branch, Return, or *Galery* of a Mine. Vide *Galery*.

Area. The Superficial Content of any Rampart, or other Works, in ſolid Feet of Earth.

Army. A numerous Body of Troops, conſiſting of Horſe, Foot and Dragoons, commanded by a General.

Flying Army. Vide *Camp*.

Arſenal. A Place appointed for making and keeping of all Warlike Stores.

Artillery. All ſorts of Great Guns, Mortars, Petards, and the like. The Train of Artillery, includes all ſorts of Warlike Stores. There is a General, Comptroller, and very many other Offices belonging to the Artillery, too long for this Place. Vide *Cannon*.

Aſſault. The Effort Men make, and the Fight they engage in, to make themſelves Maſters of a Poſt, and gain it by main force, driving the Defendants from it, and expoſing their Bodies to this Purpoſe to the Fire of the Beſieged, without the Defence of any Works. Whilſt the Aſſault laſts, and both Parties are mix'd, there is no Danger of the Cannon on either Side, becauſe both are afraid of deſtroying their own Men among their Enemies. To give an Aſſault; To be commanded to the Aſſault; To ſtand an Aſſault; To ſecond the Aſſault; To repulſe an Aſſault; To carry by Aſſault.

To Aſſault. Vide *to Inſult*.

Attack. The General Aſſault, or Onſet, that is given to gain a Poſt, or upon any Body of Troops.

Attack of a Siege. The Works the Beſiegers carry on, either Trenches, Galeries, Sappes or Breaches, to reduce a Place on any of its Sides. Sometimes two Attacks are carried on againſt one ſame *Tenaille*, or Front of a Place, with Lines of Communication between them *Vide* Trenches.

Falſe Attack. That which is not carry'd on with ſuch Vigour as the reſt, as not intended to do the ſame Effect, but only to give a Diverſion to the Beſieged, and divide the Gariſon; and yet ſometimes the falſe Attack has prov'd as ſucceſsful as the Real.

Regular or *Droit Attacks.* Thoſe which are carry'd on in Form, according to Rules of Art.

Avant-Foſſe, or Ditch of the Counterſcarp. A Moat or Ditch full of Water running round the Counterſcarp, on the outſide next the Campaign, at the Foot of the Glacis. Engineers do not approve of it, where there is a Poſſibility of dreining it, becauſe then it is a Trench ready made for the Beſiegers to defend themſelves againſt the Sallies of the Beſieged; and beſides, it obſtructs the putting of Succours into the Place, or at leaſt makes it more difficult.

B.

BAGS. vide *Canvas Bags*.

Ball. Vide *Bullet* and *Fireball*.

Ban. A Proclamation made at the Head of a Body of Troops, or in the ſeveral Quarters of the Army, by Sound of Trumpet, or Beat of Kettle-Drum or Drums, either for obſerving of Martial Diſcipline, or for declaring a new Officer, or puniſhing a Soldier, or the like.

Bandaleers. Little wooden Caſes cover'd with Leather, of which every Musketeer wears 12 hanging on a Shoulder-Belt, or Collar, as they call it, each of them contains the Charge of Powder for a Musket.

Bands. Bodies of Foot properly, as the *French* formerly call'd all their Infantry, *Bands Françoiſes*, or *French* Bands, but not now us'd. In *England*, the Word is ſtill us'd for the Band of Penſioners, a Company of Gentlemen attending the King's Perſon upon Solemn Occaſions.

Banquette. Vide *Footbank*.

Barack, or *Baraque.* A Hut, like a little Cottage, for Soldiers to lie in the Camp. Once only thoſe of the Horſe were call'd Baracks, and thoſe of the Foot Huts; but now the Name is indifferently given to both. Theſe are made, either when the Soldiers have not

Tents

Tents, or when any Army lies long in a Place in bad Weather, becauſe they keep out Cold, Heat or Rain, better than Tents, and are otherwiſe more commodious. They are generally made, by fixing four ſtrong forked Poles in the Ground, and laying four others a-croſs them; then they build the Walls with Wattles or Sods, or ſuch as the Place affords. The Top is either Thatch'd, if there be Straw to ſpare, or covered with Planks, or ſometimes with Turf.

Barbe. To fire *en Barbe*, is to fire the Cannon over the Parapet, inſtead of putting it through *Embrazures*. To fire thus, the Parapet muſt be but three Foot and a half high.

Barm, or *Berm.* Vide *Foreland.*

Barricado. A Fence made of Paliſades.

Barril of a Gun, or Piſtol: Is all the Iron Cavity into which the Powder and Ball are convey'd; the great Length beyond that which is ſo filled, ſerving to give the great Strength to the Shot by its longer Confinement.

Barrils. Theſe fill'd with Earth, ſerve to make Parapets to cover the Men, like the Gabions and Canvas-Bags.

Baſe. The Level Line on which any Work ſtands, that is even with the Ground or Campaign.

A Baſe. The ſmalleſt Piece of Cannon, that is, carrying a Ball but of 5 Ounces.

Baſe-Ring of a Cannon. The great Ring next to and behind the Touch-hole.

Baskets or *Corbeilles*. Are uſed to be fill'd with Earth, and placed one by another, to cover the Men from the Enemies Shot. They are wider at the Top than at the Bottom, that there may be ſpace enough below for the Men to fire thro' upon the Enemy. They are generally a Foot, or a Foot and half high.

Baſſe-Enceinte, or *Baſſe-Encloſure*. The ſame as *Fauſſe Braye*.

Baſtion. A great Work ſometimes fac'd or lin'd with Stone or Brick, and ſometimes with Sods, generally advancing before an Angle of the *Polygon* towards the Campaign. The Lines terminating it, are Two Faces, Two Flanks, and Two Demigorges; The Union of the Two Faces makes the outmoſt Angle, call'd the *Angle of the Baſtion*. The Union of the Two Faces to the Two Flanks, makes the Side Angles called the *Shoulders* or *Epauls*; and the Union of the two other Ends of the Flanks to the two Curtins, forms the Angles of the Flanks.

A Baſtion compos'd: Is when the two Sides of the Interior *Polygon* are very unequal, which makes the *Gorges* alſo unequal.

A Baſtion cut off with a Tenaille, in French *Baſtion coupé*, or *Baſtion à Tenaille*: Is that whoſe Point is cut off, and makes an Angle inwards, and two Points outwards, that is a *Tenaille*. This is done when Water, or any other Accident, hinders carrying on the Baſtion to its full Extent, or that it would be too ſhort.

A Baſtion deform'd. That which wants one of the Demigorges, becauſe one Side of the Interior *Polygon* is ſo very ſhort.

A Demi-Baſtion, has but one Face and Flank, and is uſually before a Horn-work, or Crown-work. It is alſo called an *Epaulment.*

A Baſtion detach'd, or *cut off.* That which is ſeparated from the Body of the Works.

A Double Baſtion. That which is on the Plain of the great Baſtion, has another Baſtion built higher, leaving 12 or 18 Feet between the Parapet of the lower, and the Foot of the higher.

A hollow or *voided Baſtion*; in French, *Baſtion Vuide,* or *Creux*: Has only a Rampart and Parapet about its Flanks and Faces, leaving an empty Space towards the Center, and the Earth ſo low, that when an Enemy is once lodg'd on the Rampart, there is no making a Retrenchment towards the Center, but what will be under the Fire of the Beſiegers.

A Plat Baſtion. If the Diſtance between the Angles of the Interior *Polygon* be double the uſual Length, then a Baſtion is made in the middle before the Curtin or ſtraight Line, whereas the others are generally before the Angles; and this is call'd a *Plat-Baſtion.* It has generally this Diſadvantage attending it: That unleſs there be an extraordinary Breadth

allow'd

allow'd to the Moat, the returning Angle of the Counterscarp runs back too far into the Ditch, and hinders the Sight and Defence of the two opposite Flanks.

A Regular Bastion: Is that which has a due Proportion of Faces, Flanks and Gorges.

A Solid Bastion, rises equally to the Ramparts of the Place, without any empty Space towards the Center. They have this Advantage above others, that they afford Earth enough to make a Retrenchment in case the Enemy lodge himself on the Top of the Bastion, and the Besieged are resolved to dispute every Foot of Ground.

Battalion. A Body of Foot commonly consisting of 7 or 800 Men, Two Thirds whereof are generally Musketeers, and the other Third Pikemen, who are posted in the Center. *Battalions* are for the most part drawn up Six deep, that is, Six Men in File, or one before another, those in Length, or Side by Side, being call'd *Ranks*. Some Regiments consist of but one Battalion; but if more numerous, they are divided into several Battalions, according to their Strength, so that every one may be about the Number aforesaid. So the Battalions of *French* Guards have commonly but 5 Companies, because each of those Companies have 150 Men; but of other *French* Regiments, there go 16 Companies to make

make up a Battalion, becauſe they are but 50 Men in a Company. Of the *Swiſſe* Guards, Four Companies make a Battalion, becauſe they are 180 in a Company. When there are Companies of ſeveral Regiments in a Gariſon, and they are to form a Battalion, thoſe of the Eldeſt Regiment poſt themſelves on the Right, thoſe of the Second on the Left; and ſo the others ſucceſſively on the Right and Left, till the Youngeſt fall into the Center. The Subaltern Officers take their Poſts before their Companies, the Captains on the Right and Left according to their Degree. Battalions are divided into Three great Diviſions, which are the Muſketeers on the Right and Left, and the Pikes in the Center. In marching, when there is not room for ſo large a Front, they break into Sub-diviſions, according as the Ground will allow. The Art of drawing up Battalions, teaches how to range a Body of Foot in ſuch Order and Form, that it may moſt advantageouſly ingage a greater Body, either of Horſe and Foot, or both; but the main Deſign is to prevent the Foot being broke by the Horſe, when attack'd in open Field, where there are no Ditches, Hedges, or other Advantages, to ſecure them. Formerly they uſed to reduce the Battalion to an *Octogon*, or Figure of 8 Sides, and ſince the hollow Square has been us'd; but both theſe Methods require

quire too much Time upon ſudden Oc-
caſions, and Men muſt be very well
diſciplin'd, or it will put them into
greater Confuſion.

Battery or *Platform.* A Place to plant
Guns on. It is laid with Planks and
Sleepers for them to reſt on, that the
Wheels of the Carriages may not ſink
into the Earth. They are allow'd a lit-
tle Stoop, or inclining towards the Pa-
rapet, that the Guns may recoil the leſs,
and be more eaſily return'd to their
Place. Field or Camp Batteries are to
have a Ditch before them, to be Paliſa-
do'd, and have a Parapet on them, and
two Redoubts on the Flanks, or Places
of Arms, to cover the Troops that are to
defend them. The open Spaces in the
Parapet, to put the Muzzles of the Guns
out at, are call'd *Embrazures*, and the Di-
ſtances between the Embrazures, *Mer-
lons.* The Guns are generally about 12
Foot diſtant from one another, that the
Parapet may be ſtrong, and the Gunners
have room to work.

Battery ſunk, or *bury'd.* In French, *Bat-
terie Enterre*, or *Ruinante.* When the
Platform is ſunk into the Ground, ſo
that there muſt be Trenches cut in the
Earth againſt the Muzzles of the Guns
for them to fire out at, or to ſerve as
Embrazures. This ſort of Battery is ge-
nerally us'd upon firſt making the Ap-
proaches to beat down the Parapet of the
Place.

Croſs Batteries. Two Batteries which play athwart one another upon the ſame Body, forming an Angle there, and beat with more Violence; whence follows more Deſtruction, becauſe what one Bullet ſhakes, the other beats down.

Battery d'Enfilade. That which ſcours or ſweeps the whole Length of a ſtraight Line.

Battery en Echarp. That which plays on any Work obliquely.

Battery de Revers, or *Murdering Battery.* That which beats upon the Back.

Joint-Battery, or *Batterie par Camarade:* When ſeveral Guns fire at the ſame time upon one Body. To raiſe a Battery; to plant a Battery; to ruin a Battery.

Batterie de Tambour. The *French* ſo called the Beat of Drum, which we call the General. *Vide* General, to beat the General.

Batteurs d'Eſtrade. Scouts or Diſcoverers; Horſemen ſent out before and on the Wings of an Army, a Mile, Two or Three, to diſcover, and give the General Account of what they ſee.

Battle. The Engagement of Two Armies.

Battle Array. The Order of Battle; the Form of Drawing up the Army for fight.

Main Battle. In French, *Corps de Bataille.* The main Body of the Army, which is the Second of the Two Lines, whereof the Firſt is the Van, and the

Third

Third the Rear, or Reſerve. *Vide* Line.

Bayonette. A Broad Dagger without any Guard, generally made with a round taper Handle to ſtick it in the Muzzle of a Muſket, in which manner it ſerves inſtead of a Pike to receive the Charge of Horſe, all the Men having firſt the Advantage of their Shot, and then as many as there is occaſion for, with their Bayonets thus in their Muſkets, cover the reſt of the Muſketeers.

To Beat a Parley Vide *Chamade.* For this, and all other Beats, *vide* Drum.

Beetles. Great Sledges, or Hammers to drive down Paliſades, or for other Uſes.

Berme. Vide *Foreland.*

Biovac. A Guard at Night perform'd by the whole Army; which either at a Siege, or lying before an Enemy, every Evening draws out from its Tents or Huts, and continues all Night under Arms before its Lines or Camp, to prevent any Surpriſe. When Troops are much haraſs'd, or there is no great Apprehenſion of the Enemy, ſometimes it is allowed the *Biovac*, that the two Front Ranks by Turns ſtand under Arms, while the Rear Ranks take ſome Reſt on the Ground. The Word *Biovac*, is a Corruption of the *German Weinack*, which ſignifies Double Guard. To raiſe the *Biovac*, is to return the Army to their Tents or Huts ſome time after break of Day.

Blindes. Pieces of Wood to lay a-croſs a Trench, to bear the Faſcine, or Clays laid on them loaded with Earth, to cover the Workmen. This is generally done when the Work is about the Glacis, and the Trench is carry'd on facing the Place.

Blindes, are alſo ſometimes only Canvas ſtretch'd to take away the ſight of the Enemy; ſometimes they are Planks ſet up, for which *ſee* Mantelets; others of Baskets, for which *ſee* Gabions; others of Barrils, and others of Sacks fill'd with Earth. But moſt properly Blindes are Bundles of Oziers, or other ſmall Wood bound at both Ends, and ſet up between Stakes or Clays.

Blind, is alſo the ſame as *Orillon.*

Bloccade, or *Blocus:* Is in the Nature of a Siege, when Troops are poſted on all the Avenues that lead to the Place, in order to keep out any Supplies from going into it; ſo that it is propos'd to ſtarve it out, and not take it by Regular Attacks. To form a Bloccade; to raiſe a Bloccade; to turn a Siege into a Bloccade.

To Bloccade, or *Block up a Place.* To ſhut up all the Avenues, ſo that it can receive no Relief.

Blunderbuſs. A ſhort Fire-Arm with a very large Bore to carry a Number of Musket or Piſtol Bullets, proper to do Execution in a Crowd, or to make good a narrow Paſſage, as the Door of a Houſe, a Stair-Caſe, or the like.

Bomb. An Iron Shell, or hollow Ball with a large Touch-hole to put in a *Fuze* which is made of a Compoſition that i to burn ſlowly, that it may laſt all th time the Bomb is flying, and the Fir not come to the Powder within till i falls, and ſo do Execution by firing wha is about it, or by the Pieces of the Shel flying about. This Bomb is clapp'd int a Mortar-piece mounted on a Carriage and when the Bombardier has ſet Fir to the Fuzé with one hand, he gives Fir to the Touch-hole of the Mortar-piec with the other. Bombs may be us'd without Mortar-pieces, as the *Venetian* did at *Candia*, when the *Turks* had poſſeſſed themſelves of the Ditch, rollin down Bombs upon them along a Plan ſet ſtooping towards their Works, wit Ledges on the Sides to keep the Bom right forwards. They are alſo bury'd under Ground to blow it up, for which ſee *Caiſſon*.

Bonnet. A Work conſiſting of tw Faces, which make an Angle Saillant i the Nature of a ſmall Ravelin, witho any Ditch, having only a Parapet, thr Foot high, and Paliſado'd, with anothe Paliſade at 10 or 12 Foot diſtance. Th *Bonnet* is made beyond the Counterſcarp in the Nature of a little advanc'd *Corps de Garde*.

Bonnet a Preſtre, or *Prieſts Cap*. An Ou work, which at the Head has three An gles Saillant, and two inwards, an

diffe

differs from the double *Tenaille* only in this Point, That its Sides, inſtead of being Parallel, are made like the *Queve d'Tronde*, or Swallow's Tail, that is, narrowing or drawing cloſe at the Gorge, and opening at the Head.

Boyau, or *Branch of the Trenches*. A Line or particular Cut that runs from the Trenches to cover ſome Spot of Ground, and is drawn Parallel to the Works of the Place, that it may not be enfiladed; that is, that the Shot from the Town may not ſcour along it. Sometimes a *Boyau* is a Line of Communication from one Trench to another, when two Attacks are carried on near one another. Their Parapet being always next to the Place beſieg'd, they do the Service of a Line of Contravallation, to hinder Sallies, and cover the Pioneers.

Branch: As *Boyau* above.

Branch of a Mine. Vide *Galery*.

Breach. The Ruin of any Part of the Works beaten down with Cannon, or blown up by Mine, to make it fit to give an Aſſault. To make good the Breach; to fortify the Breach with *Cheveaux de Frize*; to make a Lodgment on the Breach; to clear the Breach, that is, to remove the Ruins, that it may be the better defended.

To Break Ground. To begin the Works for carrying on the Siege about a Town, or Fort.

Breaſt-work. Vide *Parapet.*

Breech of a Gun: Is the ſtrongeſt Part of it behind the Place where the Charge lies, being ſolid and ſtrong to bear the Recoil of the Powder.

Brigade. A Party or Body, either of Horſe or Foot; for there are Two ſorts of Brigades, *viz.* A Brigade of an Army, and a Brigade of a Troop of Horſe. A Brigade of an Army is either of Horſe or Foot, and not fix'd of what Number or Force it muſt be; for the Brigade of Horſe may conſiſt of Eight, Ten or Twelve Squadrons, and that of Foot of Three, Four, Five, or Six Battalions. The Brigade of a Troop of Horſe is the Third part of it, when it does not exceed 40 or 50 Men; but if the Troops be 100 ſtrong, it is divided into Six Brigades. The Troops of Horſe-Guards are divided into Brigades.

Brigadier. The Officer that commands a Brigade. Brigadiers of the Army, are thoſe that command a Brigade of ſo many Squadrons of Horſe, or Battalions of Foot, as was mentioned ſpeaking of the Brigade of an Army, they having the Fourth Degree in the Army, as being next in Command to the Major-Generals. Every Brigadier marches at the Head of his Brigade upon Service. The Brigadier of Foot commands him of Horſe in Gariſon; and the Brigadier of Horſe him of Foot in the Field. Brigadiers of the Horſe-Guards comman-

s youngeſt Captains of Horſe. Other Troops of Horſe in *France* have Brigadiers, which they have not in *England*, where they are called Corporals of Horſe.

Bridge. The Word in general needs no Expoſition; but this may be ſaid in relation to it, That of late Years Copper Boats have been much us'd to be carry'd in Armies for laying Bridges over Rivers upon occaſion, which is done by joyning theſe Boats ſide by ſide, till they reach a-croſs the River, and laying Planks over them to make all plain for the Men to march upon.

Flying Bridge, or *Pont Volant*: Is made of two ſmall Bridges laid one over the other, in ſuch manner that the uppermoſt ſtretches and runs out, by the help of certain Cords running through Pulies placed along the Sides of the Underbridge, which puſh it forwards, till the end of it joyns the Place it is deſigned to be fix'd on. When theſe two Bridges are ſtretch'd out at their full Length, ſo that the two middle Ends meet, they muſt not be above Four or Five Fathom long, becauſe if longer they will break; and therefore they are only us'd to ſurprize Out-works, or Poſts, that have but narrow Moats. Flying-Bridges are alſo us'd to be carry'd upon Rivers, but they are only great Boats with Planks, and all neceſſarily to joyn, and make a Bridge in a very ſhort time, as occaſion requires.

Bridge of Ruſhes, or *Pont de Jonc*. A Bridge made of great Bundles of Ruſhes that grow in marſhy Grounds; which being bound together, have Planks faſtned on them, and are ſo laid over Moraſſes or Boggy Places for the Horſe and Foot to march over. They have also been us'd to paſs the Moat of a Place beſieged, and are not ſo eaſy to be burnt as Faſcines, tho' theſe be loaded with Earth.

Draw-Bridge. A Bridge made faſt only at one End with Hinges, ſo that the other End may be lifted up, and then the Bridge ſtands upright to hinder the Paſſage of the Moat. There are others made to draw back to hinder the Paſſage, and to thruſt over again to paſs. Again, there are others which open in the Middle, and one half of them turns away to one Side, and the other to the other Side, and ſo are joyned again at Pleaſure; but theſe are not ſo proper, becauſe one half of them remains on the Enemies Side.

Bringers up. The whole laſt Rank of a Battalion drawn up, being the hindmoſt Men of every File.

Bullet, *Ball*, or *Shot*. The Ball of Iron or Lead that is fired out of a Cannon, Musket, or Piſtol; for it comprehends all Sorts. That of the whole Cannon weighs 48 Pounds, of the Baſtard-Cannon 42, of the Ordinary Demi-Cannon 32, the Twenty four Pounder 24, of the Culv-

ulverin 20, of the Twelve Pounder 12, the large Demi-Culverin 12, of the x Pounder 6, of the Saker about 5, of e Minion about 4, of the Three Poun- r 3, of the Drakes, Pedreroes, and ſis, gradually leſs. All theſe are of on. The Musket-Ball is about an unce, the Carabine and Piſtol leſs, and eſe of Lead. Red-hot Bullets are ſhot Sieges to fire Houſes, and do the ore Miſchief in a Town. They are ſo ated in a Forge made for the purpoſe oſe by the Battery, whence they are ken out with an Iron Ladle, and rown into the Pieces, into which be- re a good Tompion of Sod or Turf ramm'd down, that the Bullet may not uch the Powder.

Bulwark. The Ancient Name for a ſtion, now antiquated. *Vide* Baſtion.

C.

Cadet. A Voluntier that ſerves upon his own Charge, as young Gen- emen do, carrying Arms to learn Ex- rience, and wait for Preferment. In *ance*, the King allows but two *Cadets* be received into any one Company Foot. The proper Signification of e Word, is a Younger Brother, and ence apply'd to bear this Senſe, be- uſe Younger Brothers take this upon em to raiſe their Fortunes.

Caiſſon,

Caiſſon, or *Superficial Fourneau*. A Wood
en Caſe or Cheſt, into which they pu
3 or 4 Bombs, and ſometimes to th
number of 6, according to the Execu
tion they are to do, or the Ground i
firmer or looſer. Sometimes the Che
is only fill'd with Powder. When th
Beſieged diſpute every Foot of Groun
this *Caiſſon* is bury'd under ſome Wo
the Enemy intends to poſſeſs himſelf o
and when he is Maſter of it, they ſ
fire to it by a Train convey'd in a Pip
which blows them up. Thus we m
ſay after the Mine or *Fourneau* had d
ſtroy'd the *Bonette*, a *Caiſſon* was bury
under the Ground thrown up, and th
Enemy advancing to make a Lodgme
on the Ruins of the *Bonette*, the *Cai*
was fir'd, and blew up the Poſt the S
cond time.

Caiſſon, is alſo a Cover'd Waggon
carry Bread, or Ammunition.

Caliper Compaſſes. Us'd by Gunners
meaſure the Diameter of Bullets, and C
linder of Guns; and therefore the Le
inſtead of being ſtraight, are made bowi
to find the true Diameter of any C
cle.

Calthrops. Vide *Crows Feet*.

Camp. The Ground on which an A
my pitches its Tents, and lodges, ſom
times intrenching, and ſometimes wi
out any other Defence than chuſing t
Advantage of the Ground.

Flying Camp. A Strong Body of Horſe and Foot, commanded for the moſt part by a Lieutenant General which is always in motion, both to cover its own Gariſons, and to keep the Army in continual Alarm.

Campaign. The time every Year that an Army continues in the Field, during any War. We ſay, a Man has ſerv'd ſo many Campaigns: The Campaign will begin at ſuch a Time: This will be a long Campaign.

Cannon, Ordnance, Great Guns, or *Artillery,* Fire Arms, either of Braſs or Iron, long, round and hollow, charg'd with Powder and Ball, or Cartridge. There are ſeveral Degrees and Sizes of them, diſtinguiſh'd by theſe ſeveral Names: Whole Cannon; Baſtard Cannon, or Cannon of Seven; Demi-Cannon 24 Pounders, Whole-Culverin 12 Pounders, Demi-Culverin 6 Pounders, Sakers, Minions 3 Pounders, Drakes and Pedreroes; more of each of which, you may ſee under its proper Letter. Cannon often fir'd muſt be carefully cool'd, or elſe it will burſt. See more under *Battery, Cavalier, Embrazures.* To Nail, to Recoil, and Carriages.

Cannon Royal, or *of Eight* A Great Gun, 8 Inches Diameter in the Bore, 12 Foot long, 8000 Pounds Weight, carries a Charge of 32 Pounds of Powder, and a Ball 7 Inches and 4 Eights

Diameter, and 48 Pounds Weight. Its point-blank Shot 185 Paces.

Cannon Baskets. Vide *Gabions.*

Canvas Bags, or *Earth Bags*: Are Bags containing about a Cubical Foot of Earth. They are us'd to raiſe a Parapet in haſt, or repair one that is beaten down. Theſe are of uſe when the Ground is Rocky, and affords not Earth to carry on Approaches, becauſe they can be eaſily brought from further off, and remov'd at Will. The *French* call them *Sacs-a-Terre*, that is, Earth-Bags. Theſe ſame Bags, upon occaſion, are us'd for Powder, and hold 50 Pounds.

Capital. A Line drawn from the Angle of the *Polygon*, to the Point of the *Baſtion*, as C. F. and D. G. *Fig.* 1.

Capitulation. The Conditions on which a Place that is beſieg'd ſurrenders, being Articles agreed between the Beſieg'd and Beſiegers.

Caponniere. A Work, or Lodgment ſunk four or five Foot into the Ground with its Sides riſing about two Foot above the Ground, on which they lay Planks well cover'd with Earth. They are big enough to lodge 15 or 20 Musketeers who fire through Loop-holes made on the Sides. Theſe are generally made on the Glacis, or in dry Moats.

Captain. The Commander in chief of a Company of Foot, or Troop of Horſe or Dragoons. He is to march or fight at

the Head of his Company; among the Horſe, when Captains of ſeveral Regiments meet, he that has the eldeſt Commiſſion takes Place, and commands; but among the Foot, the Captain of the eldeſt Regiment commands all that are of younger Regiments, tho' they have elder Commiſſions.

Captain-Lieutenant. The Commanding Officer of the Colonel's Troop or Company in every Regiment. He commands as youngeſt Captain, tho' in reality he is only Lieutenant, the Colonel being himſelf Captain. In *France*, there are ſeveral other Captains-Lieutenants, as thoſe of the two Troops of Muſketeers, of Gendarmes, and of the Independent Troops of Light-Horſe, whereof the King, Queen, Dauphin, or King's Brother, are Captains. Thoſe of the Muſketeers, Gendarmes, and Light-Horſe, whereof the King himſelf is Captain, takes Place as eldeſt Colonels of Light-Horſe, and accordingly command all others. The Captains-Lieutenants of the Queens, Dauphin's, and King's Brother's Troops, and the Sub-Lieutenants of the King's Gendarmes, roul with all Colonels of Horſe, according to the Dates of their Commiſſions.

Captain en Pied. A Captain kept in Pay, that is not reform'd. The Expreſſion, tho' altogether *French*, occurs ſometimes.

Captain Reform'd. One, who upon r
ducing of Forces loſes his Company, y
is continu'd Captain, either as Secon
to another, or without Poſt. *Vide* R
form'd.

Captain en Second. Vide *Second.*

Captain des Gardes, & aux Gardes. Th
this Diſtinction be peculiar to *France*,
occurs ſo often, that it requires to b
explain'd. The Engliſh of it is Capta
of the Guards, or in the Guards. *Capta
des Gardes*, or Captain of the Guards,
Captain of one of the four Troops
Horſe-Guards. *Captain aux Gardes*,
Captain in the Guards, is the Captain
a Company in the Regiment of Foo
Guards.

Carabine. A ſmall Fire-Arm, betwe
a Piſtol and a Muſket, us'd by all t
Horſe.

Carabineers. Some Regiments of choi
Horſe cull'd out of all the other Reg
ments in *France* of late Years.

Carcaſs. A miſchievous Invention,
the nature of a Bomb, and thrown li
it out of a Mortar-piece. It is compo
of 2, 3, or more Granadoes, and ſeve
ſmall Piſtol Barrils, charg'd and wrapp
up with the Granadoes in Towe dipp
in Oil, and other Combuſtible Matt
The whole is put into a pitch'd Clo
made up Oval, which is ſet in an I
Frame like a Lanthorn, having a hollo
Top and Bottom, and Bars running b
tween them to hold them togeth

The

These long Bars that join the Top and Bottom, are bound together by one or more Iron Rings, all which in some measure represents the Trunk of a dead Carcass. One of the Concave Places has a Ring to lift and put it into the Mortar-piece; the other has a Touch-hole to put fire to the Carcass, which is shot like a Bomb upon any Place intended to be fir'd. These Carcasses do not answer as much as was expected from them.

Caracol, as *Wheel by Caracol*; us'd only among the Horse, and is a Serpentine or Rounding Motion of Wheeling; so call'd from the *Spanish* Word *Caracol*, a Snail, because they wind round like that Creature: And *Caracol*, in *Spanish*, is hence taken for a round or spiral Motion.

Carriages for Guns, are in the nature of long narrow Carts, each made to the Proportion of the Gun it is to carry. When they stand upon Batteries, they have but two Wheels, and so they are fix'd; but when drawn, two other less Wheels are added beyond the Breech of the Piece. The Carriages for Mortars are low, with four Wheels each of one Piece, exactly like the Sea-Carriages.

To carry on the Trenches. Vide *Trenches.*

Cartridge. In French *Cartouch.* A Roll of Paper, Past-board, or Parchment, like a Case made to contain the Charge of any Fire-Arm. Cartridges for Pistols and

Muskets are made of Paper, which is sufficient to contain that Charge of Powder and Ball; but they are of Past-board or Parchment to hold the Shot, broken Iron, and Powder to charge Cannon when it is to fire near at hand. There is this Inconveniency in Musket and Pistol-Cartridges, that they are not easily drawn upon occasion; and besides, they require too much Time for ramming upon hasty firing; but in Cannon of Cazemats, or other Posts that defend the Passage of the Ditch, or the like, they have a dreadful Effect.

Cartridge-Box, is a Tin Case with Partitions, to carry the Cartridges above-mention'd in.

Cascabel. The very hindmost Knob of the Cannon, or utmost Part of the Breech.

Castle, in French, *Chasteau*. A Place strong, either by Art or Nature, whether in a City, or in the Country, to keep the People in Obedience. A sort of a little Citadel.

Cavalier, or *Mount*. A great Elevation or heap of Earth, sometimes round, and sometimes a long Square; on the Top whereof is a Platform, with a Parapet to cover the Cannon planted on it. The height of it must be proportionable to that part of the Enemies Ground or Works it is designed to overlook or command. Those which are rais'd upon the Enclosure of any Place, whether in the middle

middle of the Curtin, or in the Gorge of a Baſtion are generally 15 or 18 Foot higher than the *Terre-plain* of the Rampart. The breadth of them is to be regulated by the number of Cannon deſign'd to be planted on them, obſerving that there muſt be ten or twelve Foot Diſtance allow'd between every two Guns, for the Conveniency of the Gunners.

Cavalry. That Body of Soldiers that ſerves and fights on Horſe-back. Theſe are either Regimented, or Independent Troops, as the Troops of Guards; and in *France*, the *Gendarmes* and Musketeers a Horſe-back. All theſe upon Service are drawn up in Bodies, call'd Squadrons.

Cavin. A Hollow, fit to cover Troops, and facilitate their Approach to a Place. If it be within Musket-ſhot, it is a Place of Arms ready made to hand, and a Conveniency for opening the Trenches, out of fear of the Enemies Shot.

Cazematte. A Platform in that Part of the Flank of a Baſtion next the Curtin, ſomewhat retir'd, or drawn back towards the Capital of the Baſtion. Sometimes it conſiſts of three Platforms, one above another, the *Terre-plain* of the Baſtion being the higheſt, for which Reaſon the *French* give the others the Name of *Places Baſſes*, or Low Places. Behind their Parapet, which fronts along the Line of the Flank, there are Guns planted, load-

ed with Cartridges of ſmall Shot, to ſcour along the Ditch, and theſe Guns are cover'd from the Enemies Betteries by Earth-Works, fac'd or lin'd with Wall, and call'd *Orillons* or *Epaulments*. The *Cazematte* is the moſt excellent Defence a Place can have.

Cazernes. Little Rooms, or Lodgments generally built between the Rampart and Houſes of a fortify'd Town, to quarter Soldiers for the Eaſe of the Inhabitants. There are generally two Beds in each Cazern for ſix Soldiers to lie, three and three; but ſo that the third Part being always upon Guard, there are but four left in the Cavern, or two in a Bed.

Center. The middle Point of any Work or Body of Men. The Pikes are in the Center of the Battalion, the youngeſt Regiments in the Center of the Army. From the Center of a Place, are drawn the firſt Lines to lay down the Form of Fortification.

Chace of a Gun. The whole length.

Chain, is nothing but a ſort of Wire-Chain divided into Links of an equal length, which Engineers make uſe of for ſetting out Works on the Ground, becauſe the Line is apt both to ſhrink and give way.

Chain-ſhot. Vide *Shot*.

Chamade. A ſignal made by the Enemy, either by beat of Drum, or ſound of Trumpet, when they have any Matter to

to propoſe; otherwiſe call'd, *To ſound* or *beat a Parly*, which is the more proper Engliſh: But *Chamade* begins to grow familiar, as do all other Terms in Martial Affairs. The Beſiegers beat the *Chamade* or *Parley*, to have Leave to bury their Dead. The Beſieged beat the *Chamade* or *Parley*, and *Capitulate*.

Chamber of a Gun. That Part where the Powder and Shot lies.

Chamber of a Mine; Is the Place where the Powder is laid, at the End of the Gallery or Paſſage, and is never above ſix Foot ſquare every way: But if the Mine be to blow up a hollow or voided Baſtion, and conſequently the Thinneſs of it next the Place giving Occaſion to fear leſt the Beſieg'd give the Mine vent that Way, then the Top of the Chamber is cut in a Croſs, or like a *Bonnet a Preſtre*, or Prieſt's Cap, that the Fire may take vent upwards. The Powder is generally laid in Barrils, unleſs the Ground be very dry, and then it is in Bags.

Chandeliers. Wooden Frames, large and ſtrong, to pile Faggots againſt, one upon another, to cover the Workmen inſtead of a Parapet. Theſe are to remove from Place to Place, as Occaſion requires, upon ſudden Emergencies, or whilſt the Trenches are digging.

Charge. A Charge is the Quantity of Powder and Ball fit for any Piece, great or ſmall.

To charge a Piece; Is to put in the proper Quantity of Powder and Ball.

To charge to the Right or Left; Is for the Pikemen to lay their Pikes on their Left Arms level Breaſt high, holding the But-Ends in their Right, to oppoſe the Horſe, or other Foot that ſhall attempt to break in upon them. The Musketeers, at this Word of Command, hold their Muskets reſted, the Cocks in their Right Hands, and the Barrils reſting on their Left.

Chargers; Are either Bandaleers or Flasks that contain the Powder.

Charg'd Cylinder, or *Chamber*. That Part of a Cannon which contains the Powder and Shot.

Chauſſe, *Res de Chauſſe*. The Level of the Field, the plain Ground.

Chauſſe-Traps. Vide *Crows-Feet*.

Chemin Couvert. Vide *Covert-way*.

Chemin des Rondes, or Way of the Rounds. A Space between the Rampart and the low Parapet under it, for the Rounds to go about: It is the ſame as the *Fauſſe Braye*. Vide *Fauſſe Braye*.

Chemiſe. A Word almoſt out of Date, formerly ſignifying the Wall that fac'd or lined a Work of Earth, eſpecially when the Soil was ſandy and looſe; and therefore could not ſupport it ſelf, without allowing it too great a *Talus*, or Stroop.

Chevaux de Friſe, or *Horſe de Friſe*. The ſame as Turnpikes, only ſome will have it, that the *Chevaux* are made ſtronger than

than the *Turnpikes*; but there is no other Difference but in the Language, one being the *French*, the other the *English* Name, yet both indifferently now us'd in *England*, and the *French* rather the moſt. Vide *Turnpike*.

Cinquain. An ancient Order of Battle, to draw up 5 Batalions, ſo that they may make three Lines, that is, a Van, Main Body, and Body of Reſerve. Suppoſing the Five Battalions to be in a Line, the 2d and 4th advance and form the Van, the 3d falls back for the Rear-Guard, or Body of Reſerve, the 1ſt and 5th for the main Body upon the ſame Ground. Then every Batalion ought to have a Squadron of Horſe on its Right, and another on its Left. Any Number of Regiments produc'd by the Multiplication of the Number 5, as 10, 15, 20, *&c.* may be drawn up in the ſame Manner.

Circumvallation. A Line, or Trench, with a Parapet, thrown up by the Beſiegers, a Cannon-ſhot from the Place, encompaſſing all their Camp, to defend it againſt any Army that may attempt to relieve the Place; ſo that the Army beſieging lies between the two Lines of Contravallation, and Circumvallation, the former againſt the Beſieg'd, and the latter againſt thoſe that ſhall pretend to relieve them. The Line of Circumvallation is generally about ſeven Foot deep, and about twelve Foot broad. The Parapet runs quite round the Top of it, and

at

at certain Diſtances it is ſtrengthen'd with Redoubts and ſmall Forts. The Line of Circumvallation muſt never run along the Foot of a riſing Ground, becauſe if an Enemy ſhall poſſeſs himſelf of the height, he might plant Cannon there, and command the Line.

Citadel; Is a Fort with four, five, or ſix Baſtions, rais'd on the moſt advantageous Ground about a City, the better to command it, and divided from it by an *Eſplanade*, or open Space, the better to hinder the Approach of an Enemy. So that the Citadel defends the Inhabitants if they continue in their Duty, and puniſhes them if they revolt. Beſiegers always attack the City firſt, that being Maſters of it, they may cover themſelves the better againſt the Fire of the Citadel.

Clates, are the ſame as commonly we call *Wattles*, being made of ſtrong Stakes, interwoven with Oziers, or other ſmall pliable Twigs, and the cloſer the better. They are generally about 5 or 6 Foot long, and 3 or 3 and a half broad. The Uſe of them is to cover Lodgments overhead with much Earth heap'd on them, to ſecure the Men againſt the Fire-works, and Stones thrown by the Beſieg'd. They are alſo caſt into a Ditch that has been drein'd, for the Beſiegers to paſs over on them without ſticking in the Mud.

To clear the Trenches. To beat out thoſe that are to guard them with a vigorous Sally from the Place beſieg'd, to throw down

wn the Parapet, fill the Trench, and il the Cannon.

To Cloy Guns. Vide *To Nail.*

Cock. The Cock of any Fire-Arm is at which holds the Flint, and being awn back, ſtands till the Trigger mo- ng the Spring falls with ſuch force beats open the Pan, and the Flint eeting with the Steel over the Pan, ikes Fire, which takes the Powder in Pan, and ſo through the Touch-hole diſcharges the Piece.

To Cock a Muſket or Piſtol; Is to bend Cock backwards, in order to fire the ece, by drawing back the Trigger.

The Cock half bent; Is the uſual ſtanding it, when neither cock'd nor quite wn.

Coffre. A Depth ſunk in the bottom of ry Ditch, of the whole breadth of the Ditch from ſide to ſide, and cover'd h Joiſts, rais'd two Foot above the tom of the Ditch, which riſing ſerves ead of a Parapet, with Loop-holes in and this Work being made at leiſure the Beſieg'd, it ſerves to fire on the iegers when they attempt to croſs Ditch. The Breadth of the *Coffre* is ut 15 or 18 Foot, and the depth ſix even: Only its Length diſtinguiſhes om the *Caponniere*, which does not h the whole breadth of the Ditch; it differs from the *Traverſe* and *Gale*- in that theſe two are made by the Be- ers, and the *Coffre* by the Beſieg'd.

The

The Beſiegers *Epaul*, or cover themſelv
againſt the *Coffres*, throwing up the Ea
on that Side, on which the Musketee
in it fire.

Coffre; Is alſo taken for the ſame
Caiſſon. Vide *Caiſſon*.

Colonel. The Commander in Chief o
Regiment either of Horſe, Foot,
Dragoons in *England*; but in *France* a
Spain, they call the Colonels of Hor
Maſters de Camp. Colonels of Foot t
Place, and command one another acco
ing to the Antiquity of their Regimen
and not of their Commiſſions; but th
of Horſe on the contrary, according
the Dates of their Commiſſions, witho
regard to the Antiquity of the Re
ments. Their Poſt at the Head of t
Regiments is three Paces before the C
tains. Sometimes there are Colone
General of Horſe, Foot, and Dragoo
whoſe Authority extends over each
theſe Bodies.

Column. The long File or Row
Troops, or of Baggage, of an Army
its march. So to march in a Column,
to march a great depth, or in a long F
inſtead of making a large Front. An A
my marches in one, two, three, or m
Columns, according as the Ground w
allow, and the General ſees expedient.

Command; *Word of Command*. T
Terms us'd by Officers in Exerciſe,
upon Service.

Command

Commanding-Ground. A Riſing Ground, which overlooks any Poſt, or ſtrong Place. There are three ſorts of Commanding Grounds.

A Front Commanding Ground A height oppoſite to the Face of the Poſt which plays upon its Front.

A Reverſe Commanding-Ground. An Eminence which plays upon the back of a Poſt.

An Enfilade Commanding-Ground, or *Curtin Commanding-Ground.* A high Place, which with its Shot ſcours all the length of a ſtraight Line.

Commiſſary-General of the Muſters, or *Muſter-Maſter General.* Takes Account of the Strength of every Regiment, reviews them, ſees the Horſe be well mounted, and all Men well arm'd and accoutred.

Commiſſary-General of Proviſions; Has the Charge of furniſhing the Army with all ſorts of Proviſions, and muſt be very vigilant and induſtrious, that they may never ſuffer Want.

Commiſſion. The Authority by which every Officer acts in his Poſt, ſign'd by the King, or by his General, if he be impower'd.

Commiſſion-Officers. Vide *Officers.*

Company. A ſmall Body of Foot, the Number never fix'd, commanded by a Captain. Generally two Thirds of the Company are arm'd with Muskets, and the reſt with Pikes; but this Particular may alſo vary.

Independent

Independent Company. That which i not incorporated in a Regiment.

Complement of the Curtin; Is that part o the interior Side which forms the Demi Gorge.

Contravallation. A Trench with a Pa rapet the Beſiegers cover themſelves wit next the Place beſieg'd, to defend them againſt the Sallies of the Gariſon; ſ that the Army forming a Siege, lies be tween the Lines of Circumvallation an Contravallation. This Line is carry' on without Musket-Shot of the Town and ſometimes goes quite round it, ſome times not, according as the General ſee occaſion.

Contre-Queüe d'yronde, or *Counter-Swa lows-Tail.* An Outwork in the form o a ſingle *Tenaille*, wider next the Place that is, at the Gorge, than at the Head or next the Campaign. Which is th contrary in the *Queüe d'yronde*, or *Swallows Tail*, this being wideſt at the Head. Th Sides of the *Contre-Queüe* are not ſo we flank'd from the Place as thoſe of th *Queüe d'yronde*, or *Swallows-Tail*, and there fore is not ſo good.

Contribution. An Impoſition or Ta paid by all Frontier Countries, to redeem themſelves from being plunder'd and de ſtroy'd by the Enemy.

Converſion, as *Wheel by Converſion*: the ſame among the Horſe, as Wheelin among the Foot; that is, the whole Fron turning to the Right or Left ſtill keepin

eir Order, making a fourth Part of Circle in their Motion; for in wheeling to the Right, the right-hand Man nds upon the ſame Ground only faing to the Right, whilſt all the reſt move rward more or leſs as they are near or from him, to come up and make an al Front to the Right.

Convoy. A Supply of Men, Money, mmunitions and Proviſions, convey'd o a Town, or to an Army, or the Boof Men that marches to ſecure any ng from the Enemy.

Copper Boats. Vide *Bridge.*

Corbelles. Vide *Baskets.*

Cordeau. A Line divided into Fathoms, t, *&c.* to mark Out-works on the ound us'd by Engineers.

Cordon; Is a putting out of Stone comnly round, running round the Wall ards the Top.

Coridor. Vide *Covert-way.*

Cornet. A Commiſſion-Officer belong- to every Troop of Horſe, ſubordie to the Captain and Lieutenant, ivalent to the Enſign among the ot.

Corniſh-Ring of a Gun. The next Ring n the Muzzle backwards.

Corns of Powder; Are the ſmall Grains Gunpowder conſiſts of.

Corporal. An Inferior Officer of Foot, o has charge of one of the Diviſions a Company, places and relieves Senls, and keeps good order in the *Corps*

de

de Garde. He receives the Word of t
Inferior Rounds, that paſs by his C
de Garde. Every Company, if ſm
has three Corporals, but more if
merous.

Corps de Garde. A Poſt, ſometi
under Covert, and ſometimes in
open Air, to receive a Number of M
who are reliev'd from time to ti
to watch in their Turns for the Se
rity of ſome more conſiderable P
This Word *Corps de Garde* does
only ſignify the Poſt, but the M
in it.

Corps de Bataille. The main B
of an Army drawn up for Ba
whereof the firſt Line is call'd the
the ſecond the *Corps de Bataille*,
Main Battle, and the third the *Corps d*
ſerve, Body of Reſerve, or *Rear-Guard*. V
Battle.

Corps de Reſerve. Vide *Line of Ba*
and *Rear-Guard.*

Covert-way. In French, *Chemin-Cou*
or *Coridor.* A Space of Ground
with the Field upon the Edge of
Ditch, three or four Fathom wide,
cover'd with a Parapet or Breſt-w
running all round the Moat, and ſlo
gently towards the Campaign. It
alſo a Foot-bank. One of the gre
Difficulties in a Siege, is to make a L
ment on the *Covert-way*, becauſe g
rally the Beſieged palliſade it along
Middle, and undermine it on all S

This is commonly call'd the *Counter-carp*, becauſe it is on the Edge of it.

Counter-Approaches. Lines or Trenches carried on by the Beſieged, when they come out to attack the Lines of the Beſiegers in form.

Counter-Battery. A Battery that plays upon another.

Counter-Guard. In French, *Contre-garde*, *Envelope.* A ſmall Rampart with a Parapet and Ditch to cover ſome part of the Body of the Place. There are Counter-Guards of ſeveral Shapes, and differently ſituated. Thoſe rais'd before the Point of a Baſtion, conſiſt of Two Faces, making an Angle Saillant, and parallel to the Faces of the Baſtion. Thoſe which cover one of the Faces of the Baſtion, are ſhap'd like a Demi-Baſtion, with a Parapet upon the Face and Capital, but none on the Flank, which muſt be open, and expoſ'd to the Fire of the Place. This Name of *Counter-Guard*, is not much in uſe at preſent among Engineers, who call it an *Envelope*. Count *Pagan* calls that Work about any Place beyond the Great Ditch, the *Counter-Guard*, or Great *Counterſcarp*. But there is no Place fortified according to his Method, becauſe of the exceſſive Charge it requires. Vide *Envelope*.

Counter-Line. Vide *Contravallation*.

Countermarch. When the Files countermarch, it changes the Face or Front of the Battalion; and when Ranks countermarch,

march, it is exchanging the Wings of the Battalion. The Files countermarch to bring thoſe that are in the Front to the Rear, which is proper when a Battalion is charg'd in the Rear, and the Commander would have the File-Leaders who are generally choſen Men, take the Place of the Bringers up. The Rank countermarch, when it is requir'd that one Wing of the Battalion ſhould exchange its Ground with the other.

Countermine. A Well, or Hole, ſunk into the Ground, from which a Gallery or Branch runs out under Ground, to ſeek out the Enemies Mine, and diſappoint it.

Counterſcarp, is properly the *Talus*, or Slope of the Ditch, on the farther ſide from the Place, and facing it. But by this Name is commonly meant the *Covert way* and *Glacis*, and in this Senſe it is ſaid the Enemy attack'd the Counterſcarp or lodg'd themſelves on the Counterſcarp.

Counterſcarp; *Ditch of the Counterſcarp*. Vide *Avant Foſſe*.

Counter-Trenches; Are Trenches caſt up againſt the Beſiegers, and conſequently have their Parapet towards them, and are enfiladed from ſeveral parts of the Place, to hinder the Enemy from making uſe of them when they are Maſters of them. But Care muſt be taken that they be not enfiladed, nor commanded by any Eminence poſſeſs'd by the Enemy.

Croat

Croats, properly the People of *Croatia*: But in *France* there is a Regiment ſo call'd, becauſe at firſt they were of that Nation, tho' now they are all *French*, as are thoſe they ſtill call the *Scotch Gendarmes*. Theſe *Croats* are commanded upon all deſperate Service; and therefore in a Battle they are poſted on the Wings, a little advanc'd before the other Squadrons, upon the Line with the Dragoons.

Crown-Work; in French, *Ouvrage à couronne*: An Out-work that takes up more Ground than any other. It is made up of a large Gorge, and two Sides terminating towards the Campaign in two Demi-Baſtions, each of which is join'd by a particular Curtin to a whole Baſtion that is at the Head of the Work. Crown-Works are made to cover ſome large Spot of Ground, to ſecure ſome Paſſing Ground, or to defend the Head of a Camp that is intrench'd.

Crows-Feet, *Caultrops*, or *Chauſſetrapes*. Four-pointed Irons ſo made, that what way ſoever they fall, one Point is up, being 2, 3, or 4 Inches long; the ſhort ones to ſtrew on Bridges or Planks, the longer on the Earth. Both to incommode the Cavalry, that they may not approach without great Difficulty, the Point that ſticks up running into the Horſes Feet.

A Cube, is a ſolid Body, every way ſquare.

Cubical. The Body that is ſo ſol and ſquare as a cubical Foot, that is, Foot ſquare every way of any Sub ſtance.

Cuiraſſiers. Horſe that wear Armou

Culverin, of the leaſt Size. A Gu 5 Inches Diameter in the Bore, 40 Pounds weight, takes a Charge of Pounds of Powder, and carries a Ball Inches and 6 Eights Diameter, and Pounds Weight, and Random-ſhot Paces.

Culverin Ordinary; Is 5 Inches 2 Eig Diameter in the Bore, 4500 Poun Weight, takes 11 Pounds 6 Ounces Char of Powder, and carries a Ball 5 Inches D ameter, and 17 Pounds 5 Ounces Weig

Culverin, of the largeſt Size; Is 5 Inch 4 Eights Diameter in the Bore, 48 Pounds Weight, takes a Charge of Pounds 8 Ounces of Powder, and ca ries a Shot 5 Inches and 2 Eights Diam ter, and 20 Pounds Weight.

Curtin. That Part of the Wall, Rampart, that lies between two Baſtio Beſiegers ſeldom carry on their Attac againſt it, becauſe it is the beſt flank of any Part.

Cuttings off. Vide *Retrenchments.*

Cuvette. A deeper Trench cut alo the middle of the dry Ditch, and ge rally carry'd down till there be Wa to fill it. This is a Ditch within t Ditch, and runs all the Length of it, t better to keep off the Enemy. T

Bread

dth of it ought to be 18 or 20
t.

ylinder. Concave Cylinder of a Gun, the hollow length of a Piece.

harged Cylinder. The Chamber, or that which receives the Charge of Powder Shot.

acant Cylinder. That part of the Hol- which remains empty when the Gun harg'd.

D.

Decagon. A Figure that has ten Sides, and as many Angles, capable of ng fortify'd with ten Baſtions.

o decamp. To raiſe the Camp, to k up from the Place where the Army ncamp'd, and march away.

Defence. Line of Defence. Vide *Line.*

Defence of a Place. All thoſe Parts of a tification that flank other Parts, as *Parapets, Cazemattes,* or *Fauſſe-Brays,* ich face and defend thoſe Poſts that oppoſite to them. It is almoſt impoſe to fix the Miner to the Face of a tion, till the Defences of the oppoſite tion are ruin'd; that is, till the Para- of its Flank is beaten down, and Cannon in all Parts that can fire up- that Face which is attack'd are diſ- unted.

o be in a Poſture of Defence, is to be dy and provided to oppoſe an Ene-

my

my. As, Our Redoubt is in a good
ſture of Defence; that is, the Wor
it is finiſh'd, and it can oppoſe an E
my.

Defile. A narrow Paſs, or Way, wh
Troops cannot march but by makin
ſmall Front; and therefore are forc'd
file off, which gives the Enemy an Opp
tunity of charging them more adva
geouſly, becauſe the Rear cannot come
to relieve the Front.

Degree. Tho' this Term properly
longs to Geometry, it is ſo often us'd
Fortification, that it will not be imp
per to declare it as a ſmall Part of
Arch of a Circle, whereof every Cir
contains 360, which ſerve to mea
the Content of the Angle. So we ſay,
Angle is of 20, of 50, or of 70 Degr
or more. Vide *Angle.*

Demi-Baſtion. Vide *Baſtion.*

Demi-Cannon Loweſt. A Great Gun t
carries a Ball of 30 Pounds weight,
6 Inches Diameter. Its Charge of P
der 14 Pounds. It ſhoots point-bl
156 Paces. The Weight of it 5
Pounds, the Length 11 Foot, the D
meter of the Bore 6 Inches 2 Eig
Parts.

Demi-Cannon Ordinary. A great Gun
Inches four Eights Diameter in the B
12 Foot long, weight 5600 lb. take
Charge of 17 Pounds 8 Ounces of P
der, carries a Shot ſix Inches one Si

Diameter, and 32 Pounds Weight, and ſhoots point-blank 162 Paces.

Demi-Cannon, of the greateſt Size. A Gun 6 Inches, and 6 Eight Parts Diameter in the Bore, 12 Foot long, 6000 Pounds Weight; takes a Charge of 18 Pounds of Powder; carries a Ball 6 Inches 5 Eights Diameter, and 36 Pounds Weight. The Piece ſhoots point-blank 180 Paces.

Demi-Culverin, of the loweſt Size. A Gun Inches 2 Eights Diameter in the Bore; o Foot long, 2000 Pounds Weight, kes a Charge of 6 Pounds 4 Ounces of owder, carries a Ball 4 Inches Diame-r, and 9 Pounds Weight, and ſhoots oint-blank 174 Paces.

Demi-Culverin Ordinary. A Gun 4 Inches Eights Diameter in the Bore, 10 Foot ng, 2700 Pounds Weight, charg'd with Pounds 4 Ounces of Powder; carries Ball 4 Inches two Eights Diameter, d 10 Pounds 11 Ounces Weight. It oors point-blank 175 Paces.

Demi-Culverin, elder Sort. A Gun 4 Inches d 6 Eights Diameter in the Bore, ten oot one Third in length, 3000 Pounds eight, charg'd with eight Pounds eight unces of Powder, and carries a Ball 4 ches 4 Eight Parts Diameter, and 12 ounds 11 Ounces Weight. Its point-ank ſhot 178 Paces.

Demi-Gorge. Half the Gorge, or Entrance into the Baſtion, not taken direct from Angle to Angle where the Baon joyns to the Curtin, but from the

Angle of the Flank to the Center of the Baſtion, or Angle the two Curtins would make, were they protracted to meet in the Baſtion. Vide *Gorge*, as *D. I.* and *D. M. Fig.* 1.

Depth of a Squadron or Batalion. The number of Men there is in the File. That of a Squadron is always three, and that of a Batalion generally ſix. So we ſay, the Batalion is drawn up ſix deep or five deep.

Deſcents into the Ditch. Trenches or Cuts made by way of *Sappe*, in the Ground of the Counterſcarp, under the *Covert-way*, and cover'd with Madriers that is, Planks, or with Clays, that is large Wattles cloſe bound together, and well loaded with Earth to ſecure them againſt Fire. In Ditches that are full of Water, the Deſcent is made even to the Superficies of the Water, and then the Ditch is fill'd with Faggots faſt bound and cover'd with Earth. In dry Ditches the *Sappe* is carry'd down to the bottom and they make *Traverſes* in it, either to lodge themſelves, or ſecure the Miner.

Deſerter. A Soldier that runs away to the Enemy, or that quits the Service without Leave, or runs from one Regiment to another. Deſerters are puniſh'd with Death.

Detachment. A number of Men drawn out of one or more greater Bodies either to mount Guards, make an Attack, or other Service. Sometimes

Flying Army is made up of Detach-ents.

To Dismount. The vulgar and general eaning is, to unhorse; as, to dismount valry: But,

To Dismount Cannon; Is to throw it off e Carriages, or break and render them nfit for Service.

Dispart. To dispart a Cannon, is to a Mark on the Muzzle-Ring to be of equal height or level with the Base-ing; so that a Line drawn between em shall be parallel to the Axis of the oncave Cylinder, for the Gunner to e Aim by it at the Mark he is to shoot r the Bore and this being parallel, the im taken by it must be true.

Ditch. Vide *Moat.*

Ditch of the Counterscarp. Vide *Fausse.*

Divisions; Are the several Parcels into hich a Batalion is divided in marching, nsisting generally of about 6 Files each, d led by the Lieutenants and Ensigns, e Captains marching in the Front and ear. The Divisions of an Army are the igades.

Dodecagon. A Figure that has twelve les, and as many Angles, capable of ing fortifi'd with the same number of ctions.

Double Tenaill. Vide *Tenaille.*

To Double. To put two Ranks into one, two Files into one, according as the ord of Command expresses it. As, Dou-

ble your Ranks, is for the second, fou
and sixth Ranks to march into the
third, and fifth; so that of six Ranks
make but three, leaving double the I
val there was between them before; w
is not so when they double by half
because then three Ranks stand toge
and the three others come up to d
them; that is, the first, second,
third are doubled by the fourth, fifth
sixth, or the contrary. Double
Files, is for every other File to m
into that which is next to it on the
or Left, as the Word of Command
rects, and then the six Ranks are t
into twelve, the Men standing t
deep, and the Distance between the
is double what it was before.

Dragoons, Musketeers mounted,
serve sometimes a Foot, and sometim
Horse-back, being always ready upon
thing that requires Expedition, as b
able to keep pace with the Horse, an
the Service of Foot. In Battle, or
Attacks, they are commonly the
Perdus, or Forlorn, being the first
fall on. In the Field, they encamp
at the Head of the Army, or on
Wings, to cover the others, and b
first at their Arms. They have Co
like the Horse, and Sergeants like
Foot, but are look'd upon as Foot.
Martial Musick, Drums and Haut-

Draw-Bridge. Vide *Bridge*.

rein. A Trench cut to draw the ter out of a Moat. As ſoon as the t is drein'd, they caſt into it Clays r'd with Earth, or Bundles of Ruſhes Planks on them, to make them a ge over the Mud.

rit Attacks. Vide *Attacks.*

rum. Either the Marti al Inſtrumen f us'd by Foot and Dragoons, or the that beats it, which is done after ſe- l Manners, either to give Notice to Troops of what they are to do, or to and Liberty to make ſome Propoſal to Enemy. Every Regiment of Foot a Drum-Major, who commands all reſt, and every Company has one or To beat the General, to give No- to the Forces that they are to march. beat the Troop, to order the Men to r to their Colours. To beat a March, command them to move. To beat *Tat-to*, to order all to retire to their rters. To beat the *Reveille*, at break ay to give Leave to come out of Quar- To beat a Charge, a Signal to fall the Enemy. To beat a Retreat, to off from the Enemy. To beat to s, for Soldiers that are diſpers'd to r to them. To beat an Alarm, to Notice of ſome ſudden Danger that ay be in a Readineſs. To beat a y, or Chamade a Signal to demand Conference with the Enemy. When alion is drawn up, the Drums are e Flanks, and when it marches by

Diviſions or Sub-Diviſions, they ma
between them.

Duty. The Exerciſe of thoſe Funct
that belong to a Soldier, yet with
nice Diſtinction, That Duty is cou
Mounting Guards, and the like, wh
there is not an Enemy directly to b
gag'd; for when they march to meet
Enemy, it is call'd *going upon Service.*

E.

Earth Bags. Vide *Canvas Bags.*

Echarpe, Battery en Echarpe. V
Battery.

Echaugette. Vide *Gueritte.*

Elder Batalion, or *Officer.* The Bat
is counted elder than another by the T
ſince it was rais'd, and according to
ſtanding has the Poſt of Honour;
Officers are accounted elder than ot
not by their Age, or the Time they
been Soldiers, but by the Date of
Commiſſion, and accordingly they a
take their Poſts. *See* more of this u
the Word *Seniority.*

Embrazures. The Gaps or Loop-h
left open in a Parapet for the Canno
fire through. The uſual Diſtance be
the Embrazures is generally 12 Foo
the Conveniency of the Gunners,
that the Parapet may not be too
weaken'd. Every Embrazure is three
above the Platform next to the Ca
and a Foot and half next the Camp

to ſink the Muzzle, and play low. Each of them is about 3 Foot wide within, and about 6 or 7 without, for the Convenience of traverſing the Guns.

Eminence, or *Height*. A Riſing Ground that over-looks and commands that under it.

Empattement, The ſame as *Talus*. Vide *Talus*.

Enfans perdus. Men detach'd from ſeveral Regiments, or otherwiſe appointed to give the firſt on-ſet in Battle, or at an Attack upon a Place beſieg'd, ſo call'd becauſe of the eminent Danger they are expos'd to. In Engliſh, they are commonly call'd, *The Forlorn*.

Enfilade. The Situation of a Poſt, which can diſcover and ſcour all the Length of a Streight Line, which by that means is rendred almoſt defenceleſs.

To Enfile, or *Enfilade* the Curtin or Rampart. To ſweep the whole Length of it with the Shot.

Engineer. A Perſon well skill'd in the Art of contriving all ſorts of Forts, and other Works; judicious in finding out Faults in all Fortifications, and mending them; and knowing how to attack and defend all ſorts of Poſts.

Enneagon A Figure that has nine Sides and as many Angles, capable of being for tify'd with the ſame number of Baſtions

Enſign. The Officer that carries the Colours among the Foot, and is the laſt Commiſſion-Officer in the Company, being ſubordinate to the Captain and Lieutenant. The Enſign's Poſt is at the Head

of the Pikes. He is to dye rather than loſe his Colours.

Envelope. A Work of Earth rais'd ſometimes in the Ditch of a Place, ſometimes beyond the Ditch, ſometimes like a plain Parapet, and ſometimes like a little Rampart with a Parapet to it. *Envelopes* are generally made when weak Places are cover'd only with bare Lines, and either they cannot, or will not ſtretch out towards the Campaign with Half-moons, Horn-works or the like Works which require much Ground. The *Envelopes* in a Ditch, are ſometimes call'd *Sillons*, *Counter-Gardes*, *Counter-ſcarpes*. or *Lunettes*. *See* all theſe Words.

Epaule, or Shoulder of a Baſtion. The ſpace contain'd by the Angle, made by the Union of the Face and Flank, whence that Angle is call'd, *The Angle of the Epaule*.

Epaulment. A Work to a Side, or ſideways, made either of Earth thrown up, of Bags of Earth, of Gabions, or of Faſcines and Earth. The *Epaulments* of the Places of Arms for the Cavalry behind the Trenches, are generally only of Faſcines and Earth.

Epaulment, is alſo taken for a *Demi-Baſtion.* Vide *Baſtion.*

Epaulment, or Square *Orillon.* A Maſs of Earth almoſt Square, and fac'd or lin'd with a Wall to cover the Cannon of a *Cazematte.* Vide *Orillon.*

Equilateral. A Figure that has all its Sides equal.

Eſcalade. Vide *Scalade.*

Eſcarp. Vide *Scarp.*

Escouade, generally is the Third Part of a Company of Foot, ſo divided for mounting of Guards, and relieving one another; Equivalent to a Brigade of Horſe.

Eſplanade. It properly ſignifies the Glacis of the Counterſcarp, but begins to be antiquated in that Senſe, and is now only taken for the empty Space between the Glacis of a Citadel, and the firſt Houſes of a Town.

Eſtoile. Vide *Star Redoubt*.

Etappe. An allowance of Proviſions, and Forage, for Soldiers in their March through the Kingdom to or from Winter-quarters.

Etappier. One that contracts with a Country, or Territory, for furniſhing Troops in their March with Proviſions and Forage. They are to deliver the *Etappe* to the Majors of Horſe or Foot, and in their Abſence to the Quatermaſters of each Troop of Horſe, or Sergents of the Company of Foot. *Etappiers* are forbid giving Soldiers their *Etappe* in Money. Sometimes the *Etappiers* and Officers compound for a Sum of Money, and oblige the Men to make two Days March in one, which is great haraſſing of Men and Horſes, and a notorious Fraud.

Evolutions. The Motions made by a Body of Men in changing their Poſture, or Form of Drawing up, to make good the Ground they are on, or poſſeſs themſelves

ſelves of another, that they may either attack the Enemy, or receive his onſet more advantageouſly. The *Evolutions* are doubling of Ranks or Files, Countermarches and Wheelings.

Exerciſe. The Practice of all thoſe Motions, and Actions, and Management of Arms, a Soldier is to be perfect in, to be fit for Service, and make him underſtand how to Attack and Defend.

F.

Face of a Baſtion. The two foremoſt Sides reaching from the Flanks to the Point of the Baſtion where they meet, are call'd the *Faces*. Theſe are commonly the firſt undermin'd, becauſe they reach fartheſt out, and are leaſt flank'd, and therefore weakeſt.

Face of a Place, call'd alſo the *Tenaille* of the Place. The Interval between the Points of two Neighbouring Baſtions, containing the Curtin, the two Flanks, and the two Faces of the Baſtions that look upon one another.

Face proling'd, or *extended*. Is that part of the Line of Defence Razant, which is terminated by the Curtin, and the Angle of the *Epaule*; that is, it is the Line of Defence Razant, diminiſh'd by the Face of the Baſtion.

Facings. To Face, is to look towards ſuch a Side, or to turn to it; as Face to

the

the Right, or to the Left, is to turn the Face and whole Body that way.

Faggots. The *French* call them *Paſſevolans.* Are Men hir'd to Muſter, by Officers whoſe Companies are not full, to cheat the King of ſo many Men's Pay. The King of *France* has ordered, That any who ſhall be found ſo to paſs in Muſters, if diſcover'd, have a *Flower-de-luce* burnt upon their Cheek, and loſe their Arms and Equipage.

Faggots are alſo the ſame as *Faſcines.*

Falcon. Vide *Faucon.*

Falconet. Vide *Fauconet.*

Falſe Alarm. Vide *Alarm.*

Falſe Attack. Vide *Attack.*

Fanion. A Banner carry'd by a Servant belonging to each Brigade of Horſe and Foot, at the Head of the Baggage of each Brigade, to keep good order, and prevent Confuſion in the March. It is made of Stuff, of the Colour of the Brigadiers, or the Commanding Officer's Livery. It is a Corruption of *Gonfanon*, which in *Italian* ſignifies a Banner.

Faſcines; Are Faggots of ſmall Wood, which diſtinguiſhes them from the *Sauciſſons*, made of bigger Branches of Trees. *Faſcines* are greater or leſs, according to the ſeveral Uſes they are put to. Thoſe that are to be pitch'd, to burn a Lodgment, Gallery, or other Work of the Enemy's, are but a Foot and a half long; but thoſe that are for making *Epaulments*, or

Chan-

Chandeliers, or to raiſe Works, or fill up wet Ditches, muſt be between two and three Foot in thickneſs, and four Foot long; and being to be loaded with much Earth to make them more ſolid, and prevent their being fir'd, they are bound at both Ends as well as in the Middle. The Enemy has no way to deſtroy them, but by fire; to prevent which, they are either loaded with Earth, as has been ſaid, or cover'd with raw Hides.

A Faucon, or *Falcon*. A ſmall Cannon, 2 Inches and 6 Eights Diameter in the Bore, 7 Foot long, weighing 750 Pounds, takes a Charge of 2 Pounds 4 Ounces of Powder, and carries a Ball 2 Inches and 5 Eights Diameter, and 2 Pounds 8 Ounces Weight. It's point-blank Shot 130 Paces.

A Fauconet, or *Falconet*. A very ſmall Piece of Cannon, 2 Inches and 2 Eights Diameter in the Bore, 6 Foot long, weighing 400 Weight, takes a Charge of one Pound 4 Ounces of Powder, and carries a Bullet 2 Inches and 1 Eight Diameter, and 1 Pound 5 Ounces Weight. Its point-blank Shot 90 Paces.

Fauſſe-Braye, *Chemin des Rondes*, *Baſſe Enceinte*, or *Lower Encloſure*; Is a ſpace about the breadth of 2 or 3 Fathoms, round the Foot of the Rampart, on the out-ſide, defended by a Parapet, which parts it from the *Berme*, or *Foreland*, and the Edge of the Ditch. The Deſign of the *Fauſſe-Braye*, is to defend the *Moat*, but they are uſeleſs where

where Ramparts are fac'd or lin'd with Wall, becauſe of the Rubbiſh the Cannon beats down into them. Therefore moſt Engineers will have none before the Faces of the Baſtions, where the Breach is commonly made, becauſe the Ruins falling, the *Fauſſe-Braye* make the aſcent to the Breach the eaſier, and what flies from the Faces, kills the Soldiers that are to defend them.

Fichant. Vide *Line of Defence Fichant.*

Field-Officer. Vide *Officer.*

File. The ſtrait Line Soldiers make that ſtand one before another, which is the depth of the Batallion or Squadron, and thus diſtinguiſh'd from the Rank, where the Men ſtand Side by Side, and make the length of the Batalion or Squadron. Among the Foot, the Files are ſix deep; among the Horſe, but three. The Files muſt be ſtrait, and parallel to one another. To double Files, is to put two Files into one, which makes the depth of the Batalion double what it was, not in ſpace of Ground, but in number of Men, and alſo doubles the Intervals between the Files, making the Ranks look thin. The Men in a File are diſtinguiſh'd by the ſeveral Names of File-leaders, Half-files, and Bringers up. If a Batalion be drawn up Eight deep, there may be Quarter-files; but this is not uſual.

File-Leaders. The Men that compoſe the Front, or firſt Rank of a Batalion, being the firſt of every File.

To File off. To fall off from marching in a ſpacious Front, and march in length by Files. When a Regiment is marching in full Front, and comes to a narrow Paſs, it may march off by Diviſions, or Subdiviſions, or file off from the Right or Left, or as the Ground requires.

Fire. To Fire. To diſcharge Fire-Arms.

Fire-Arms. Under this Name are comprehended all ſorts of Arms that are charg'd with Powder and Ball; as Cannon, Muskets, Carabines, Piſtols, Blunderbuſſes, *&c.*

Running-Fire. When Men drawn up for that purpoſe fire one after another, ſo that it runs the whole length of the Line, or round a Town, or the like, which is us'd upon publick Occaſions of Rejoycing.

Fire-Ball. Is made of ground Powder, Salt-petre, Brimſtone, Camphire and Borace, all ſprinkled with Oil, and mould-ed into a Maſs, with Mutton Suet, ordinary Pitch and Greek Pitch, and made as big as an ordinary Granado. This is wrapp'd up in Tow, with a Sheet of ſtrong Paper over it. To fire it, they make a Hole into it with a Bodkin, into which they put ſome Priming that will burn ſlow. This they caſt into any Works they would diſcover in the Night-time.

Fire-Lock; Is a Piece that is fir'd with the Flint that is faſt'ned to the Cock, whereas formerly Match-locks were more in uſe, fixing a Match to the Cock.

Fire-

Fire-Maſter. A Perſon that makes the
zés for Bombs, and Granadoes and
er Fire-works.

Flank. That part of the Baſtion which
ches from the Curtin to the Face, and
ends the oppoſite Face, the Flank, and
Curtin.

blique, or, *Second Flank.* That part
the Curtin that can ſee to ſcour the
e of the oppoſite Baſtion, and is the
nce between the Lines *Razant*, and
ont.

Low, or *cover'd Flank*, or *Flank retiré.*
e Platform of the *Caxematte*, which
hid in the Baſtion.

nk prolong'd, or *extended*; Is the ſtretch-
out of the Flank from the Angle of
Epaule to the exterior Side, when
Angle of the Flank is a right An-

lanks of a Batalion, or *Army.* The
s of them.

o Flank. To diſcover and fire upon
Side. Any Fortification which has
Defence but right forwards, is faulty,
to make it compleat, one Part ought
lank the other. The Curtin is al-
s the ſtrongeſt part of any fortify'd
ce, becauſe it is flank'd by the two
nks at the Ends of it.

lank'd Angle. The Angle form'd by
two Faces of the Baſtion; the Point
the Baſtion.

lask. A Thing generally made of
n to carry Powder in, with the
Mea-

Meaſure of the Charge of the Piece
the Top of it.

Flying-Army, or *Flying-Camp*. Vide Ca

Flying Bridge. Vide *Bridge*.

Foot: So abſolutely taken, ſignifies
thoſe Bodies of Men that ſerve a-foot.

Foot: Is a meaſure divided into twel
Inches, being the 6th part of a Fatho
the 5th of a Geometrical Pace, and u
in Fortification.

To be on the ſame foot with anothe
is to be under the ſame Circumſtanc
in point of Service.

To gain or loſe Ground foot by fo
is to do it regularly and reſolutely,
fending every Thing to the utmoſt,
forcing it by dint of Art and Labour.

Footbank, *Footſtep*, or *Banquette*. A St
rais'd with Earth under the Parapet, to l
the Men to fire over it, about a Foot and
half high, and three Foot wide. Th
uſually make two or three of them und
the Parapets of little Forts and Redoub

Foreland, *Barm*, *Berm* or *Lizier*, *Rela*
Retraite, and *Pas de Souris*. A ſmall ſpa
of Ground between the Wall of a Pla
and the Moat, which the beſt Fortifi
tions have not, becauſe it is advantageo
for the Enemy to come over the Mo
and get footing, and therefore this
only left, where there is not enough
defray the Expence of Stone to face t
foot of the Wall, in place whereof th
helps to ſupport it, and is generally fro
3 to 8 or 10 Foot wide. So ſays Sir

s Moore; but the *French* ſay, this Space left to receive what the Enemy batters own from the Parapet, that it may not l the Ditch. For the more Security, is *Foreland* is generally palliſaded.

The Forlorn. Vide *Enfans perdus.*

Forrage. Hay, Straw, and Oats, for e Subſiſtence of Horſes. A Ration of rrage, is the Day's Allowance for a orſe, which is 20 Pounds of Hay, 10 unds of Straw, and for want of Straw, Pounds of Hay.

Fort. A Work intrench'd on all Sides, ſign'd to ſecure ſome high Ground, or e Paſs of a River, to make good any ot of Ground, to fortify the Lines of iege, and for many other Uſes. There Forts of ſeveral Shapes and Sizes, acrding as the Ground requires. Some ve Whole-Baſtions, others Demi-Baons. Some are Square, others Pentans, *&c.*

Fortification. The Art of fortifying a ce, ſo that every Part may diſcover Enemy in Front and Flank, and oppe the Depth of the Ditch, and the ght and Thickneſs of the Rampart anſt him; that ſo a ſmall Body of Men thin that Encloſure may advantageouſly poſe a great Army. This ſame Word alſo us'd, to ſignify all the Works that er or defend a ſtrong Place.

Regular Fortification; is that which is de upon a Regular Polygon, whoſe es do not exceed a Muſket-ſhot, and which

which has all its Angles and Lines eq to one another, that is, has an equal Fo on all Sides.

Irregular Fortification; is that which made on an irregular Polygon, which h not equal Sides nor Angles, that is, not equal Force on all Sides. It is that which is made on a Regular Po gon, when each Side of it is above Musket-ſhot in length.

Offenſive Fortification. Teaches a Ge ral how to take all Advantages for Troops, the manner of incamping, of beſieging and raking of Troops.

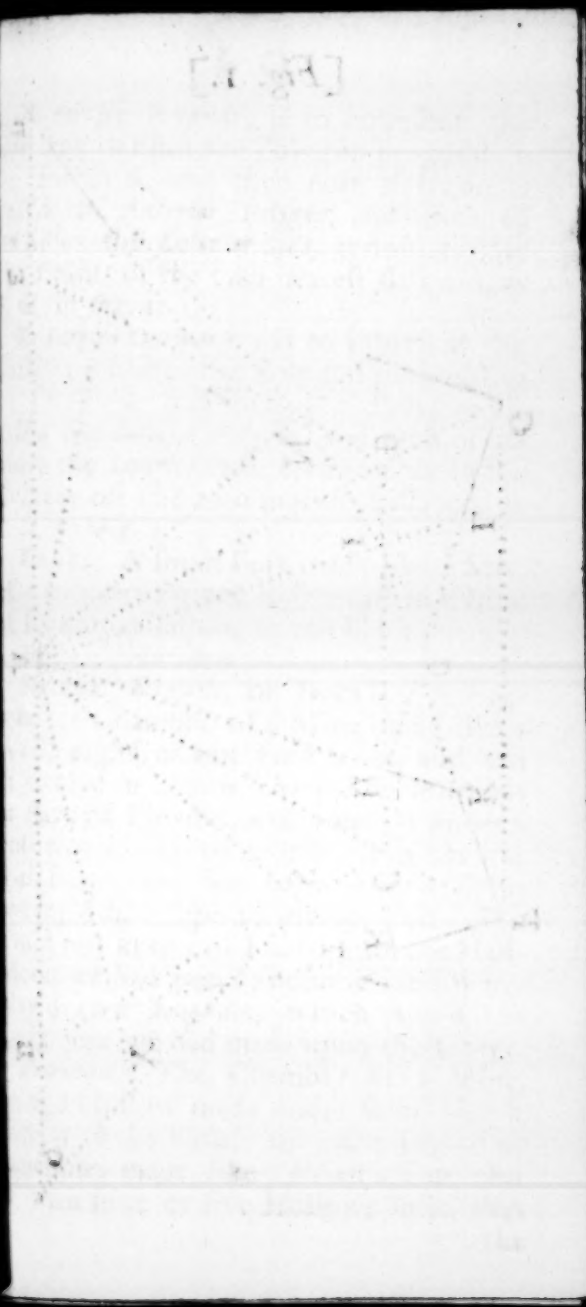
Defenſive Fortification. Shews a Go nour how to make the beſt of the Ga ſon committed to his Care, and to p vide all Things neceſſary for its Defe

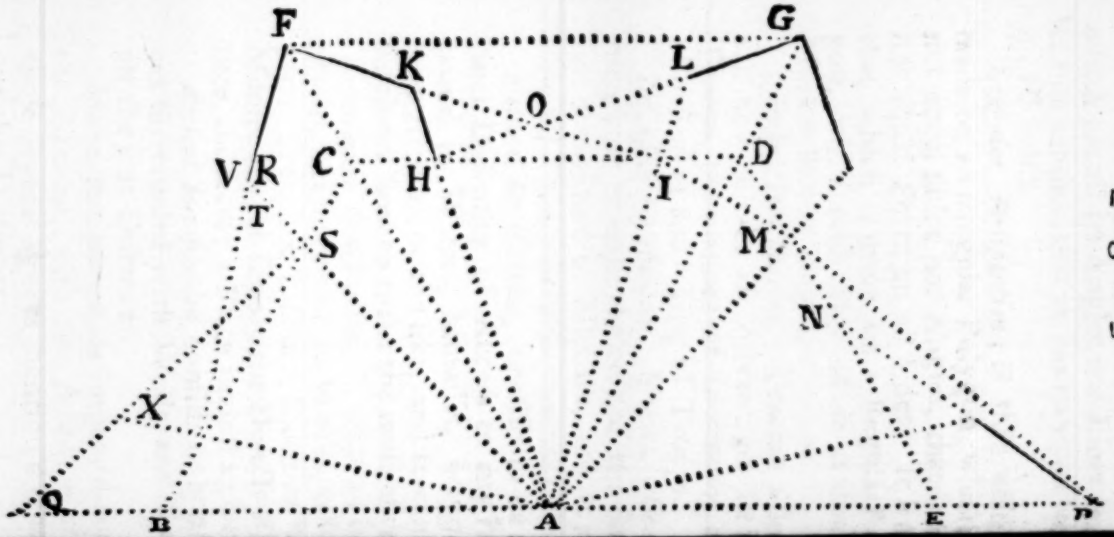
Natural Fortification, conſiſts in the tural Difficulty of Acceſs to any Pl caus'd by Waters, Moraſſes, craggy ſteep Aſcents, or the like; and teaches Engineer how to make the moſt of th

Artificial Fortification; is what an En neer thinks fit to add in Works, as Ra parts, Trenches, Baſtions, Ravelins, H Moons, *&c.* to ſupply the Defects of ture, and ſecure a Place againſt an Ene

Ancient Fortification, conſiſts only in ces ſurrounded with Walls and Tow on them at Diſtances.

Modern Fortification, is improv'd bey the Ancient, with the Addition of thoſe ſeveral Works mention'd throu out this Dictionary.





[Fig. 1.]

To Fortify Inwards; is to repreſent the Baſtions within the Polygon propos'd to be fortify'd, and then that Polygon is call'd the *Exterior Polygon*, and each of its Sides the *Exterior Side*, terminating at the Points of the two neareſt Baſtions, as *F. G.* in *Fig.* 1.

To Fortify Outwards; is to repreſent the Baſtion without the Polygon propos'd to be fortify'd, and then that Polygon is call'd the *Interior Polygon*, and each of its Sides the *Interior Side*, terminating in the Centers of the two neareſt Baſtions, as *C. D.* in *Fig.* 1.

Fortin. A ſmall Fort made like a Star, of 5 or more Points, to ſtrengthen a Line of Circumvallation, or the like.

Foſſe. Vide *Moat.*

Foucade, *Fougade*, or *Fougaſſe.* A *Fourneau*, or Chamber of a Mine made like a Well, eight or ten Foot wide, and ten or twelve in Depth, charg'd with Barrels or Bags of Powder, and prepar'd under a Poſt that is like to be loſt. It is cover'd with Earth, and fire put to it by a Train convey'd in a Pipe to another Poſt. We could not keep our Footing on the Half-Moon we had gain'd, becauſe the Enemy play'd two *Fougades*, which ruin'd the Lodgment we had made upon the Gorge.

Fourneau. The Chamber of a Mine, being a Hollow made under ſome Work that is to be blown up; the Top of it ſometimes made like a Prieſt's Cap, that is, with four or five Hollows in it, that the

the Powder may find the more Paſſages. Sometimes this Chamber is 5 or 6 Foot every way, being exactly Square, which is moſt uſual. About a Thouſand Weight of Powder, either in Bags or Barrels, is the common Charge of one of theſe Chambers; but it is at the Diſcretion of the Engineer to add or diminiſh this Proportion, according to the Bulk or Nature of the Soil he is to blow up, whether looſe Earth, or Rock. For ſometimes they make four or five Chambers under one Work, each of which has not above an Hundred Weight of Powder.

Fourneau Superficial. Vide *Caiſſon.*

Fraiſes. Stakes about ſix or ſeven Foot long, whereof about One third Part is drove into the Wall of a fortify'd Place a little below the *Cordon* of the Wall, and in ſuch Places as are not fac'd or lin'd with Wall, they are planted on the Outſide of the Rampart, about the Foot of the Parapet. They are always ſtuck in ſloaping a little, that is, not quite Parallel to the Level of the Plain, but the Point hanging down a little, that Men may not ſtand on them. They ſerve to prevent Scalades and Deſertion.

To Fraize a Batalion; is ſo to line it every way with Pikes, that it may ſtand the Shock of a Body of Horſe.

Front. The foremoſt Rank of a Batalion, Squadron, or other Body of Men. To Front every way, is when the Men are fac'd to all Sides.

The Front of a Place, which is alſo call'd *Tenaille*; and the Face of a Place; is that Part that is contain'd betwixt the Joints of any two neighbouring Baſtions, that is, the Curtin, the two Flanks, and the two Faces of the Baſtions that face one another.

A Fuze. A Pipe full of Wild-fire put to the Touch-hole of a Bomb, Grana-, or the like, to fire it.

Fuzileers. Foot Soldiers arm'd with Firelocks, which are generally ſlung. There is a Regiment of *Fuzileers* for the Guard of the Artillery.

G.

Gabions, or *Cannon Baskets.* Great Baskets 5 or 6 Foot high, and about four Foot Diameter, as well at the Bottom as the Top. Theſe are fill'd with Earth, and ſerve to cover Men againſt the Enemies Fire, either as Merlons on Batteries; planting Guns between them, or to make Lodgments upon any Poſts, or elſe to ſerve as Parapets to the Approaches, when the Attack is carry'd on along a Stony or Rocky Way.

Galery. A Paſſage made a-croſs the Ditch of a Town beſieg'd, with Timbers laid on the Ground, and plank'd over, the Planks all loaded with Earth to ſecure the Miners from the Enemies Fire, and the Galery itſelf ſecur'd againſt Fire by Earth on it. The Word *Galery* is alſo us'd for the Branch of a Mine, that is, a narrow Paſſage under Ground, leading

to

to the Mine that is carry'd on under
Work deſign'd to be blown up.
drove the Enemy from our *Galery*
Hand-Grahadoes. The Beſieg'd and
ſiegers carry'd on their *Galeries*
Ground, which often met, and were
ſtroy'd, or became uſeleſs.

Garriſon. This Word ſignifies
the Place into which Forces are put
Winter-Quarters, or the Troops
ſelves put into a fortify'd Place to
fend it, being ſtrong Holds, as are
rally along Frontiers.

Gate. Made of ſtrong Planks with
Bars to oppoſe an Enemy. The Gate
a ſtrong Hold ought to be in the
of a Curtin, that it may be well
by the Flanks and Faces. Thoſe
in the Flank, weaken the moſt
Part of the Fortification; and when
are in the Face, they are ſtill more
dicial to the Baſtion, which ought
clear to make Retrenchments upon
ſion.

Gazons. Sods or Turfs, cut ſquare
large Bricks, cover'd with Graſs, and
to face the Outſides of Works
Earth, to keep it up, and prevent its
dring. The common Length of a *Gazon*
about a Foot, its Breadth about half a
and the ſame Thickneſs. *Traverſes*
paſs a Ditch, are often cover'd with
laid on Planks to ſave them from

Gendarmes, or Men at Arms.
men who formerly fought in

rmour; now a ſelect Body of Horſe in *ance*, being in all 9 Independent roops, not Regimented; but com-anded by Captains-Lieutenants, the ing being himſelf their Captain. The roops of Life-Guards, thoſe of the uſketeers, and thoſe of the Light-Horſe the Queen, Dauphin, and Duke of *leans*, are reckon'd as *Gendarmes*, and ke Place as ſuch.

General of an Army. He that com-nds it in Chief; who, to be fit for ſo eat an Employ, ought to rely more on s Conduct than Strength, to be well ill'd in the Art of attacking ſtrong ces, and know how to encamp ſo advan-geouſly, that it may be in his Choice hether he will fight or not; ſo that his iſdom may gain the Love and Affection his Troops, make them confide in n, and be a Terror to his Enemies. ere are alſo Lieutenant-Generals, Ma-Generals, Colonel-Generals, Commiſ-y-Generals, and Quartermaſter-Gene-s, of which we ſhall ſpeak under their rticular Letters.

General. The Beat of Drum ſo call'd, the firſt which gives notice, common-in the Morning early, for the Foot to in a readineſs to march.

General Officers. Vide *Officer*.

Gin. An Engine for lifting or raiſing Great Guns.

To give Ground. To retire, to loſe the t a Body of Men is in.

Glacis. This Word in general signifies a very easy little Slope, which distinguishes it from the *Talus*. For in the *Glacis*, the Height is always less than the Base of the Slope; but in the *Talus* the Height is equal to, or more than the Base of the Slope. The Name of *Glacis* is particularly apply'd to the Slope of the Parapet of the *Covert-way*, which falls even with the Level of the Field. The *Glacis* is also call'd *Esplanade*; but the Word in this Sense grows out of Date. When the Trenches are brought within 20 Paces of the *Glacis*, there is no approaching nearer the *Covert-way* but by *Sapps*, to proceed according to the Rules of Art, unless they resolve to carry the Counterscarp by Assault.

Gorge. The Entrance that leads into the Body of a Work, as *I. M. Fig.* 1. All *Gorges* must be plain without any Parapet, lest when the Besiegers have possess'd themselves of the Work, that Parapet should cover them from the Fire of the Place; but the *Gorges* are Palisado'd to prevent Surprize, and during the Siege they generally make little Mines, Coffers, and *Fourneaux* under them to blow up the Enemies before they can lodge themselves. The several *Gorges* are distinguish'd as follows.

The Gorge of a Bastion. It is form'd by two Lines, drawn both ways from the Angle of the *Polygon* to the Angles of the Curtin or Flank.

The Gorge of a Plat Baſtion; Is a ſtraight Line reaching between the two Flanks.

The Gorge of a Half-Moon, or *Ravelin*; is the Space between the two Ends of their Faces next the Place.

The Gorge of other Out-works; is the interval betwixt their Sides next the Ditch.

Governor of a Garriſon. A conſiderable Officer repreſenting the King's Perſon, whoſe Authority extends not only over the Inhabitants and Garriſon, but over all Troops that may be there in Winter-Quarters, or Quarters of Refreſhment.

Granadeers. Soldiers arm'd with a good Sword, a Hatchet, a Fire-lock ſlung, and a Pouch full of Hand-Granadoes. Every Batalion of Foot, of late Years, has generally a Company of Granadeers belonging to it, or elſe four or five Granadeers belong to each Company of the Batalion, and upon occaſion form a Company of themſelves. There are Horſe and Foot Granadeers, and they have often been found very ſerviceable.

Granadoes: Are ſmall Shells, concave Globes, or hollow Balls, ſome made of Iron, ſome of Tin, others of Wood, and even of Paſtboard; but moſt commonly of Iron, becauſe the Splinters of it do moſt Execution. This Globe or Hollow is fill'd with fine Powder, and into the Touch-hole of it is ſtuck a Fuzé of Powder, beaten and temper'd with Charcoal Duſt, that it may not flaſh, but burn gently till it comes to the Charge. Theſe

are thrown by hand into Places where Men ſtand thick, and particularly into Trenches and Lodgments the Enemy makes, and are of good uſe.

Great Guns. Vide *Cannon.*

Guard. The Duty perform'd by a Body of Men with Watchfulneſs, to ſecure all againſt the Attempts and Surprizes of an Enemy. To be upon Guard; To Mount the Guard; To Relieve the Guard; The Officer of the Guard; The Sergeant of the Guard. In time of Danger all Guards are drawn by Lot, to prevent any treacherous Officers having the opportunity of betraying a Poſt to the Enemy. Troops in Garriſon generally mount the Guard every third Night, and have two Nights to reſt.

The Main Guard. In Garriſon, is that to which all leſs Guards are ſubordinate, the commanding Officer keeping it with the greater Number of Men. In the Field it is a conſiderable Body of Horſe detach'd to the Head of the Camp, to ſecure the Army by keeping a Watchful Eye upon all the Avenues that lead to it.

Advanc'd Guard. A Party of 15 or 20 Horſe, commanded by a Lieutenant, beyond, but within Sight of the Main Guard for the greater Security of the Camp.

Guards du Corps, or *Life-Guards.* The Troops of Horſe-Guards maintain'd for the Security of the King's Perſon, which take Place of all other Troops of Horſe.

Regiments of Guards. Regiments of Foot doing Duty whereſoever the King's Per-

on is, for his Defence, with Precedence efore all other Regiments of Foot.

Picket, or *Piquet Guards*. Small Guards ommanded by Lieutenants or Enſigns t the Head of every Regiment, as they e encamp'd, to be always in readineſs a-ainſt all Surprizes.

Gueritte. A Sentinel's Box, being like little Tower made either of Stone, Brick r Wood, to preſerve the Sentinel from he Weather. Some call them *Echaugettes*. hey are generally plac'd on the Points f Baſtions, and Angles of the *Epaul*, and metimes in the middle of a Curtin; nd are to hang a little over the Wall, at the Sentinel may look down to the oot of the Ramparts.

Guidon. An Officer to carry the Stan-rd in the Troops of Guards The ſame ord is alſo taken for the Standard it ſelf.

Guns. Vide *Cannon*.

H.

Half-Files. The three foremoſt Men in the Field, when a Batalion is awn up, are call'd the *Front Half-Files*, d the three hindmoſt Men the *Rear alf-Files*.

Half-Moon. An Out-work conſiſting of o Faces, which makes an *Angle Saillant*, e Gorge whereof bends in like a Bow Creſcent, and is ever us'd to cover the int of a Baſtion, which diſtinguiſhes m from *Ravelins*, always plac'd before

the Curtin, but they are defective, as be-
ing ill flank'd. At present only Engineers
distinguish between *Ravelins* and *Half-*
Moons; for the Soldiers and other Person
call them all indifferently *Half-Moons*, tho'
improperly, yet Custom prevails, espe-
cially because the Difference is rather in
the Situation, than in the Thing it self.
Vide *Ravelin*.

To Halt; Is to discontinue the March of
Troops, to stand still, to stop in order to
rest, or on any other Account whatso-
ver; and so the Word of Command for Men
to stop, when they are marching, is *Halt*.

Hay; Is a straight Rank of Men drawn
up exactly in a Line.

Head of the Camp. The Ground before
the Camp, where the *Bivouac*, or on which
the Army draws out.

Head of a Work. The Front of it next
the Enemy, and fartherest from the Body
of the Place.

Hedges. To Line Hedges. Vide *Line*.

Height. Vide *Eminence*.

Hendecagon. A Figure that has eleven
Sides, and as many Angles, capable of
being fortify'd with the like Number of
Bastions.

Heptagon. A Figure that has seven Sides
and Angles, each capable of a Regular
Bastion.

Herisson. A Barrier made of only one
Piece of Wood stuck thick with abun-
dance of Iron Spikes, born up and equal-
ly balanc'd in the Middle on a Stake,

bout which it turns, to open or ſhut the Paſſage in the Nature of a Turn-ſtile.

Herſe. Vide *Porculliſ.*

Herſe; Is alſo a Harrow, the Beſieg'd, for want of *Chevaux de Frize*, lay in the Way, or on Breaches with the Points up, to hinder the March of Horſe and Foot.

Herſillon. A Plank 10 or 12 Foot long, ſtuck full of Nails with the Points up, for the ſame Uſe as the Herſe.

Hexagon. A Figure that has ſix equal Sides, and as many Angles, each capable of a Regular Baſtion.

Hogſheads, fill'd with Earth. They ſerve to make Parapets to cover the Men, inſtead of *Gabions* and *Earth-Bags*.

Hollow Square. Vide *Square.*

Hony-Comb in Cannon. Flaws in the Metal, a Fault in Caſting, and dangerous in Firing.

Horizontal Superficies. The plain Field lying upon a Level without any riſing or falling.

Horn-work; In French, *Ouvrage a Corne*; Is an Out-work, the Head whereof is fortify'd by two *Demi-Baſtions*, or *Epaulments*, joyn'd by a Curtin, and clos'd by Parallel Sides, terminating at the Gorge of the Work.

Horſe, is taken for that Body of Men that ſerves a Horſe-back: So we ſay, a Body of Horſe; the Horſe fought well; the Horſe march. It is the ſame as *Cavalry.*

Horſe de Frize. Vide *Chevaux de Frize*, and *Turnpikes.*

Horſe-ſhoe. A Round or Oval Work, enclos'd with a Parapet, rais'd in the Moat of a Marſhy Place, or in low Grounds, or elſe to cover a Gate, and keep a *Corps de Garde* to prevent Surprizes.

Hoſpital; Is a Place appointed for the Sick and Wounded Men, who have there a Number of Phyſicians, Surgeons and Servants, to attend and cure them.

Hut. The ſame as *Barack.* Vide *Barack.*

I.

Ichnography. Vide *Plan.*

To Incamp. To pitch the Tents, or build Huts, on a Spot of Ground choſen for the Purpoſe, which is lodging an Army in the Field.

Incampment. The Lodging of an Army in the Field, according to its ſeveral Quarters, which are to lie conveniently for Water, Wood, and Forage; to be well poſted to intrench, or at leaſt have the Advantage of Ground, and ſo ſituated, that they may all face outwards. At a Siege, the Place muſt be on their Backs, and the Foot are to cover the Horſe, becauſe they can be ſooneſt at their Arms. If the Enemy be near, the Cannon muſt be planted on the Side next him; and if the Camp be to march, the Cannon muſt be poſted to face the Road they are to march.

Indented Line. Running in and out like the Teeth of a Saw, often us'd upon the Bank

Bank of a Counterſcarp, upon a River, or Sea-ſide, and upon the Main Land, the Deſign that one Part may flank another.

Independent Company, or *Troop*. Vide *Company* and *Troop*.

Infantry. The whole Body of Foot Soldiers, whether Independent Companies, or Regimented. The Regiments of Foot Guards take Place of all others, the reſt have Precedence according to Seniority. This Precedence is for the eldeſt Regiment to march in the Front, the next in the Rear, and ſo on with the reſt. The eldeſt to incamp on the Right, the next on the Left, and ſo the reſt in Courſe. The Officers of Foot command thoſe of Horſe in Garriſon, but are commanded by them in the Field.

To Inſult, or *To Aſſault*. Is to attack a Poſt by open Force, coming on without any Shelter to fall to Handy ſtrokes, without making uſe of Trenches, *Sappes*, or other Forms of Art, to gain Ground Foot by Foot. The Counterſcarp is generally inſulted or aſſaulted, to prevent the Enemies having time to ſpring the *Fourneaux* or *Fougaſſes* they have prepar'd. In theſe Attacks, the Granadeers commonly march at the Head of the other Troops, and there muſt be Pioneers ready to make a Lodgment to ſecure the Poſt gain'd.

Intrench'd. Any Poſt fortify'd with an Intrenchment.

Intrenchment. Any Work that fortifies a Poſt againſt the Enemies Attacks. It is

generally taken for a Ditch or Trench, with a Parapet. Intrenchments are alſo made of *Faſcines* or *Faggots*, with Earth thrown over them, of *Gabions*, *Hogſheads*, or Bags fill'd with Earth, that cover the Men from the Enemies Fire.

Invalide. A Soldier that has been maim'd in the Wars.

To Inveſt a Place Is to ſecure all the Avenues, and diſtribute the Troops in the principal Poſts, till the Artillery, and the reſt of the Army, come up.

Iſoſele. Vide *Triangle.*

L.

Ladle for a Gun. A long Staff with a Plate at the End of it, bow'd half round to put the Charge into the Piece.

Lane. To make a Lane. To draw up Men in two Ranks facing one another, as on the Sides of a Street, or the like, for any great Perſon to paſs through, or ſometimes for a Soldier to run the Gauntlet.

Lanſpeſade. An Inferior Officer, ſubordinate to the Corporal, to aſſiſt him in his Duty, and ſupply his Place in Abſence. In *France* he has ſome Allowance extraordinary, but not in *England*. He is generally exempt from common Duty, except Rounds and Sentinels *Perdus*. The true Name is *Anſpeſade*, but the *L* is added from the *French* Article *Le*.

Lieutenant General. A Great Commander, next in Place to the General of an

Army, who in Battle commands one of the Lines or Wings; a Detachment when they march, or a flying Camp; a Quarter at Siege, and one of the Attacks, when it is his Day of Duty.

Lieutenant-General of the Artillery. The next to the General of the Artillery, who in his Abſence has the whole Charge of all that belongs to it.

Lieutenant du Roy. The Deputy Governor of all ſtrong Towns in *France*, who is a Check upon the Governor, and commands in his Abſence.

Lieutenant-Colonel of Horſe, Foot, or Dragoons. The next in Poſt to the Colonel, and commands in his Abſence. The *French* have no Lieutenant-Colonels of Horſe.

Lieutenant of Horſe, Foot, or Dragoons. The Officer of every Troop or Company next in Poſt to the Captain, and who commands in his Abſence. The *Spaniards* have no Lieutenants of Foot.

Lieutenant Reform'd. Vide *Reform'd.*

Lieutenant en Second. Vide *Second.*

Life-Guards. Vide *Guards de Corps.*

Light-Horſe. This Name is given to diſtinguiſh them from the Men at Arms formerly us'd, who were all in Armour, as now the *German Cuiraſſiers.* In *England*, all are now call'd *Light-Horſe*, except the Troops of Life-Guards. In *France*, they except not only the *Guards de Corps*, but the two Troops of Muſketeers a Horſe-back, and all the *Gendarmes*.

Line, in the Geometrical Senſe, ſignifies

fies a Length without Breadth; in the Art Military it is taken ſeveral Ways.

Line; Is the drawing up of an Army for Battle, extending its Front as far as the Ground will allow, that it may not be flank'd. The *Turkiſh* Armies often draw up in a crooked Line or Half-Moon, that, being very numerous, they may encloſe their Enemies. Chriſtian Armies generally draw up in three Lines; the firſt, call'd the *Van*; the ſecond, the *Main Body*; and the third, the *Reſerve*; with a convenient Diſtance between them, and Intervals, that they may not put one another into Confuſion.

Line, in Fortification, bears ſeveral Significations. In drawing a Plan upon Paper, it is only a plain Line drawn from one Point to another. On the Ground, it is ſometimes taken for a Trench with a Parapet, and ſometimes for a Row of Gabions, or Bags full of Earth, to cover Men from the Enemies Fire. So we ſay, when the Trenches were carry'd on within 30 Paces of the Glacis, we drew two Lines, one on the Right, and the other on the Left, for a Place of Arms.

Line of Defence. A Line that repreſents the Flight of a Ball; but particularly a Musket Ball, from the Place where the Musketeer muſt ſtand, to ſcour the Face of the Baſtion. There are two ſorts of this Line; the *Fichant*, and the *Razant* or *Flanking*.

Line of Defence fix'd, or *Fichant*; Is a drawn from the Angle of the Curto the Point of the oppoſite Baſtion, ich is not to exceed 800 Foot; or, as *French* ſay, 120 *Toiſes*, becauſe that is length of the Port of a Musket, and n that Point of the Curtin and Flank, Face of the oppoſite Baſtion is to be ended, as *M. P Fig.* 1.

Line Razant, Stringent or *Flanking*, or *nd Flank.* A Line drawn from the nt of the Baſtion along the Face, till omes to the Curtin, which ſhews much of the Curtin will clear or r the Face, as *N. P. Fig.* 1.

ine forming the Flank. A Line drawn n the Angle, form'd by the two De-Gorges of the Baſtion, to the Angle he Flank. This only us'd by *Dutch* ineers.

pital Line. A Line drawn from the nt of the Baſtion, to the Point where two Demi-Gorges meet.

ines of Circumvallation, and *Contraval-n.* Vide *Circumvallation*, and *Contra-ation.*

ines of Communication: Are Trenches run from one Work to another, ſo that may paſs between them without be-expos'd to the Enemy; therefore the le Intrenchment round any Place is etimes called a Line of Communica-, becauſe it leads to all the Works.

ines of Approaches. Vide *Approaches.*

ine. Vide *Cordeau.*

To Line Hedges. To plant Musk along them under their Covert; upon an Enemy that comes open, o defend them from the Horſe.

Links of Dragoon or Granadeer ſes; are diſtinct Reins or Thongs of ther, made faſt to the Horſes Br with which Dragoons and Grand when they diſmount, link or make their Horſes one to another, that may not diſperſe; every tenth Man ing left a Horſe-back to look to them.

Linier. Vide *Foreland.*

Lock of a Gun; is all that Part belongs to the firing of it, and co the Cock, the Pan, *&c.*

Lockſpit. The ſmall Cut or T made with the Spade, to mark out firſt Lines of a Work that is to be

Lodgment; Is a Work made up dangerous Poſt in carrying on a S as on the *Covert-way*, the Out-works, Breach, in a Ditch, or any other gain'd from the Beſieged, to cover Men from their Fire, either by c up Earth, by *Gabions* or Bags f Earth, Paliſades, Wooll-packs, Faſ Mantelets, or any other thing that cover Soldiers in the Place they gain'd, and reſolve to keep.

Lozange. Vide *Rhombus.*

Lunette. A ſmall Work, *Counter* or *Envelope*, made in the Ditch before Curtin. It conſiſts of two Faces, m an Angle inwards, and are gen

de in Ditches full of Water, to ſerve ſtead of a *Fauſſe-Braye*, and diſpute the ſſage of the Ditch. The *Terre-plain* it is rais'd but a little above the ſur-ce of the Water, and is but 12 Foot oad, with a Parapet three Fathom ick, ſo that the whole breadth of the nette is five Fathom. Vide *Counterguard*, d *Envelope*.

M.

Madrier. A thick Plank, generally us'd to cover the Mouth of a Pe-d when it is Charg'd, and apply'd th it to the Gates, or other Places, to torn or broke up. There are alſo *driers* made of longer Planks than thoſe the Petards, which are cover'd with n, and loaded with Earth to ſave m from Fire. The Pioneers lay them er the *Sappes*, or Lodgments, where re is need of being cover'd over-head. ſtead of them, they ſometimes uſe ays.

Main-Battle. Vide *Battle*.

Main-Guard. Vide *Guard*.

Major. There are ſeveral ſorts of Ma-rs, all conſiderable Officers, and that ght to be Men of Experience. They , a Major-General, a Major of a Bri-de, a Major of Horſe or Foot, and a own-Major

Major-General. An Officer that receives e General's Orders, and delivers them out

out to the Majors of Brigades, with who he reſolves what Troops are to mou Guards, to go out upon Parties, fo Detachments, or be ſent on Convo He alſo views the Ground to incam and performs ſeveral other Duties, b ing ſubordinate to the General and Lie tenant-General, and the next Supre Commanding Officer to them.

Major of a Brigade, either of Horſe, o Foot, receives Orders, and the Wo from the Major-General, and gives the to the Major of each Regiment.

Major of a Regiment of Horſe, Foot, o Dragoons; Is to convey all Orders to t Regiment to draw it up, and exerciſe it to ſee it march in good Order; to look t its Quarters; to Rally it if broken, & and is the only Officer among the Fo that is a Horſe-back in time of Servic to be every where as occaſion requires.

Town-Major. The third Officer in o der in a Garriſon, and next to the Dep ty-Governor. He ought to underſta Fortification, and has a particular Char of the Guards, Rounds, Patrouilles an Sentinels.

Mantelets. Blinds made of thick Plan Musket-proof, and often cover'd wit Tin, which the Pioneers generally ro before them, they being fix'd upo Wheels, to cover them from the En mies Fire. There are double *Mantel* which make an Angle, and ſtand Squa to form two Fronts, and cover the Fro

an

nd Flank. Theſe have double Planks, ith Earth ramm'd in between them. hey muſt be five Foot high, and Three breadth. They are ſometimes the ickneſs of two or three Planks, bound gether with Iron Plates.

A March; Is either the moving of a dy of Men, or the Beat of Drum us'd hen Soldiers are upon March.

To March; Is for a Body of Men to ve from one Place to another.

Mareſchal de Bataille. It was once a di-nct Command; but this Duty being ly part of the Major-General's, it is w executed by him.

Mareſchal de Camp. A General Officer xt in Poſt to the Lieutenant-General, d I find no difference betwixt him and Major-General.

Maſter de Camp; Is no other than a Co-nel of Horſe, ſo call'd in *France* and *in*, where they give the Title of Co-nels only to thoſe that command Re-ments of Foot and Dragoons; whereas h us, they are all indifferently call'd lonels.

Maſter de Camp General. The Second neral Officer over all the Regiments of ght-Horſe, and next to the Colonel-neral. He has a Regiment of Horſe longing to him, which takes the Second ſt of Honour next to the Colonel-Ge-ral's. This in *France*, for there is no h in the *Engliſh* Forces.

Match. A ſort of Rope made on pur-poſe,

poſe, which once lighted at the E
burns on gradually and regularly, with
ever going out as long as any of it
left. It is us'd for firing of Match-L
Muskets, and all ſorts of Great Gun
is alſo laid in Mines that are to blow
ſo many Hours after, and the Time i
gulated by the Length of Match the
to burn before the fire comes to
Powder; and by the ſame Rule, t
that are us'd to it, know how the H
paſs.

Match-Lock; is a Musket that is
with a Match fix'd on the Cock open
the Pan; now much out of uſe,
Locks being altogether prefer'd be
them.

Maxims in Fortification: Are ce
general Rules eſtabliſh'd by Engin
and grounded on Reaſon and Ex
ence, which being well obſerv'd, a
fortify'd to them will be in a good
ſture of Defence. The chief of them
theſe that follow.

1. *There muſt be no part of the Fortifica
but what is diſcover'd and flank'd by th
ſieged*: Becauſe if any part were under
vert, it would be the more eaſily
tack'd, as having no Defence from
Place.

2. *The Place fortify'd muſt Command
Parts round about it*: Leſt the Enemy
the opportunity of concealing their
ſigns, make their Approaches under
vert, or over-look and batter the Pla

3.

3. *The Works fartheſt remov'd from the enter of the Place muſt ever be open, and mmanded by the neareſt* : That the Ene- y may be expos'd to the Beſieged, when cy have made themſelves Maſters of ny of them.

4. *The Flank'd Angle, or the Point of the ſtion, muſt be of 70 Degrees at leaſt*; That may be the ſtronger to withſtand the nemy's Battery.

5. *The Acute Flank'd Angle, the nearer it to a Right Angle, is the better.* The lank'd Angle, that is, a Right Angle, is ertainly the firmeſt againſt the Enemies atteries.

6. *The ſhorteſt Faces are the beſt* ; Becauſe e long Ones are the weaker, the Enemy aving the more Front to attack them. lowever, they muſt be at leaſt 40 or 50 athom long, to be able to defend the Out-works.

7. *The Flank muſt have ſome part under overt.* That is, it muſt be cover'd by an Drillon, otherwiſe its Defences are ſoon ain'd, and as ſoon as the Enemy is lodg- d in the Counterſcarp, the Place muſt apitulate.

8. *There muſt be a perfect Agreement be- ween all the Maxims of Fortification to render perfect.* That is, ſuch Care muſt be aken, that the adhering too ſtrongly to ne, does not prejudice another.

Merlon. That part of the Parapet which between two *Embrazures* of a Battery. The length of a *Merlon* is generally nine Foot

Foot next the Guns, and ſix on the ou ſide. Its Height 6 Foot, and its Thick neſs 18.

Military Execution. The ravaging an deſtroying of a Country that refuſes t pay Contribution.

Mine. A Hole dug in a Wall, or un der Ground, and carry'd on like a Pa ſage or Alley, about four Foot ſquare with ſeveral Turnings and Windings i it. At the End of them, that is under th Place deſign'd to be blown up, is th Chamber of the Mine. The further i it is carry'd, the more Danger it is in o being diſappointed by the Enemy; that it is beſt not to carry it too far, an to make a ſecond where the firſt has take effect. Vide *Fourneau*, *Galery*, and *Pu* or *Well*, *Coffers* and *Foucades*.

Miners. Men appointed to work i the Mines, being a particular Compan of themſelves, commanded by a Captai of the Regiment of *Fuzileers*, which Re giment is appointed for the Service o the Artillery. When the Miner is a work, he wears a ſort of Hood, to kee the Earth, that falls, out of his Eyes.

Minion Ordnance. A ſmall Gun 3 Inche Diameter in the Bore, 7 Foot lon weighing about 800 Pounds; takes Charge of 2 Pounds 8 Ounces of Pow der, and carries a Bullet 2 Inches 7 Eight Diameter, and 3 Pounds 4 Ounce Weight. Its Shot point-blank 120 Pace

Minion, of the longeſt Size; Is 3 Inches Eights in the Bore, 8 Foot long, ighs 1000 Pounds. Its Charge, 3 Pounds Ounces of Powder, and carries a Bul- 3 Inches Diameter, and weighing ounds 12 Ounces. Its Shot point-blank Paces.

Moat, Ditch or *Foſſe*. A Depth or Trench round a Town or Fortreſs; which ng under the Fire of the Ramparts, ſt therefore be alſo well Flank'd. The adth and Depth of it is more or leſs ording to the nature of the Earth, ac- ding to which the Slope of the Scarp Counterſcarp is alſo regulated. In eral, it ought to be ſo wide, that no e or Ladder can be laid over it, that from 16 to 22 Fathom, and between and 16 Foot deep. Wet Ditches are ays ſhallower than the Dry, but the are counted the beſt. If the Ditch ry, or has but little Water, there is monly another ſmall Trench cut e round along the middle of it.

Mineau. Some give this Name to a e Plat-Baſtion, rais'd before a Curtin is too long, and has two other Ba- ns at the Ends; which being beyond sket-ſhot one of another, muſt be nded by this Plat-Baſtion. Sometimes yns to the Curtin, and ſometimes is ded by a Moat.

Mont-Pagnote, or *Poſt of the Invulnerable*. Eminence choſen out of Cannon-ſhot he Place beſieg'd, where curious Per-

ſons

ſons poſt themſelves, to ſee an Att and the Manner of the Siege, out of Da ger.

Mortar-Peice. A very ſhort Gun, wi an extraordinary large Bore, and a cl Chamber, this to hold the Charge Powder, the other to contain the Bo it is to throw. Theſe Mortars are alwa mounted on low Carriages, like th us'd at Sea, the Wheels being each one Piece. They are not fir'd right f ward, like Cannon, but mounted into Air, ſo that the Bomb aſcending a Heighth, falls with the greater Fo and flies the further. Sometimes Mortars are charg'd with Baskets ful Stones, which they throw into To and do great Execution, bacauſe fal thick, there is no Place of Safety f them.

Motions of an Army. The ſeveral M ches and Countermarches it makes changing of its Poſts, either for be Ground, to force an Enemy to Ba to avoid it, or the like.

Mount. Vide *Cavalier.*

To Mount. To mount the Guard, t on that Duty. To mount a Breach run up it in an Aſſault.

To Mount the Trenches. Vide *Trench*

Musket. The moſt convenient commoneſt Sort of Fire-Arm that is in War. Generally two thirds of e Company, and conſequently of every giment of Foot, are arm'd with t

the reſt with Pikes. They are to
y a Ball of about an Ounce Weight,
all to be made to the ſame Bore, leſt
ſhould prove uſeleſs by not fitting
Bullet. The Length of the Line of
ence is ſettl'd by the Diſtance a Muſ-
will carry to do Execution, which is
nted about 240 Yards, and accord-
y all the Works are proportion'd.

Musket Baskets. Theſe are about a Foot,
Foot and half high, 8 or 10 Inches
meter at bottom, and a Foot at the
; ſo that being fill'd with Earth, there
oom to lay a Musket between them
ottom, being ſet on low Breſt-works
Parapets, or upon ſuch as are beaten
n.

Musketeers. The Soldiers in every Re-
ent of Foot that are arm'd with Muſ-
. In *France*, there are two Compa-
, or rather Troops, call *Mouſquetairies*
Roy, or the King's Musketeers, com-
d all of Gentlemen excellently well
unted, who ſerve either a Foot or a
orſe-back, and ſignalize themſelves up-
all deſperate Occaſions, being there
for Preferment. The King him-
is their Captain, and the Officer com-
nding each of them is call'd *Captain-
utenant*; yet each of them commands
Colonel both of Horſe and Foot, and
cordingly takes Place of all younger
lonels of either. They are reckon'd
Gendarmes, and march next to the *Scotch
darmes*.

Muſ-

Musketoon. A ſhort Fire-Arm, with very large Bore to carry ſeveral Musor Piſtol Bullets, proper to fire amo a Crowd, or to keep a Paſs. It is the ſa as a Blunderbuſs.

Muſter. A Review of Troops to t an Account of their Numbers, and t Condition they are in, viewing th Arms and Accoutrements, and acco ing to the Number that appears, t Pay for them is deliver'd to their O cers.

Muſtermaſter-General. Vide *Commiſ General of Muſters.*

Muſter Rolls. The Rolls or Liſts Soldiers found in each Company, Tro and Regiment, by which they are pa and the Strength of the Army is know

Muzzle; Is the Mouth of any Pie at which it is loaded and diſcharg'd.

Muzzle-Ring of a Gun. That wh encompaſſes and ſtrengthens the Muz or Mouth of a Cannon.

N.

TO *Nail Cannon*, or, as ſome call *To Cloy.* To drive a large Spi by main Force into the Touch-hole o Gun; or for want of Spikes, ſmall Fli or other Stones. This renders the C non unſerviceable, either ſtopping up Touch-hole, or, if the Spike be taken o leaving it ſo large that it cannot be fi becauſe it takes too much Vent the

The Remedy is, to drill a new Touch-hole. The moſt honourable Thing the Garriſon of a Place beſieg'd can propoſe to it ſelf in a Sally, is to Nail up the Enemies Cannon. Some call it, To Cloy, as was ſaid at firſt; but this is an anti-quated Word.

O.

Octogon. A Figure that has eight Sides, and as many Angles, capable of being fortify'd with the like number of Baſtions.

Officer, in general, ſignifies a Perſon that has ſome Command in the Body he ſerves in. But more ſtrictly it is taken only for thoſe that have Commiſſions; ſo it includes all from the General to the Corporal in the largeſt Senſe, and in the nicteſt from the General to the Enſign or Cornet, for which Reaſon Officers are thus diſtinguiſh'd.

General Officers. Thoſe that have Power not only over one Regiment, Troop, or Company; but in general, over a Body compos'd of ſeveral Regiments. Theſe are the General, Lieutenant-General, Major-General, Brigadier-General, Colonel, Quarter-Maſter and Adjutant-General.

Field-Officers. Thoſe that have a Power and Command over a whole Regiment; and not only over one ſingle Troop, or Company; which are the Colonel, Lieutenant-Colonel, and Major: So cal-

led, becauſe they appear moſt at their Command when the Regiment draws out into the Field; for not being ſubject to common Duty of Mounting Guards in Quarters, they are not there ſo much ſeen.

Commiſſion-Officers. All thoſe that bear the King's Commiſſion, which are all from the General to the Enſign and Cornet inclusive.

Subaltern-Officers. The Lieutenant, Enſign, and Cornet of Horſe, Foot and Dragoons, are ſo call'd.

Warrant, and Staff-Officers. Thoſe who have not the King's Commiſſion, but are appointed by the Colonels and Captains as Quarter-maſters, Serjeants, Corporals and in the ſame Number are included Chaplains and Surgeons.

To open the Trenches. The firſt breaking of Ground made by the Beſiegers, in order to the carrying on their Approaches towards the Place beſieg'd.

Order of Battle. The placing of the Battalions and Squadrons in one Line or more according as the Ground will allow, to ingage the Enemy to the beſt Advantage.

Orders, in general, ſignify all that is commanded by Superiors, and is ſometimes taken only for the Word.

Order your Arms; Is to place the Butt End of the Muſket on the Ground, close to the right Foot, with the right Hand under the Muzzle. The Pike is order'd in the ſame manner, holding it with the right Hand the Height of the Shoulder

Ordnance. Vide *Cannon*.

Orgues. Long and ſubſtantial Pieces of Wood, every one ſeparate from the other, hanging with Ropes over the Gateway of a City perpendicularly, and ready upon any Surpriſe attempted by an Enemy, to be let drop down in the Gateway to ſtop it up, without being ſubject to the Danger that the Enemy may clap any Piece or Wooden Horſe a-croſs the Gate, and ſo keep up the whole Range of Pieces, as may happen with *Portculliſſes*, becauſe the Pieces they conſiſt of being all made faſt to one another, when one ſtops all ſtop; whereas the *Orgues* being alſo ſever'd from one another, the ſtopping of one is no hindrance to the fall of the reſt; and therefore the *Orgues* are eſteem'd better than *Portculliſſes*.

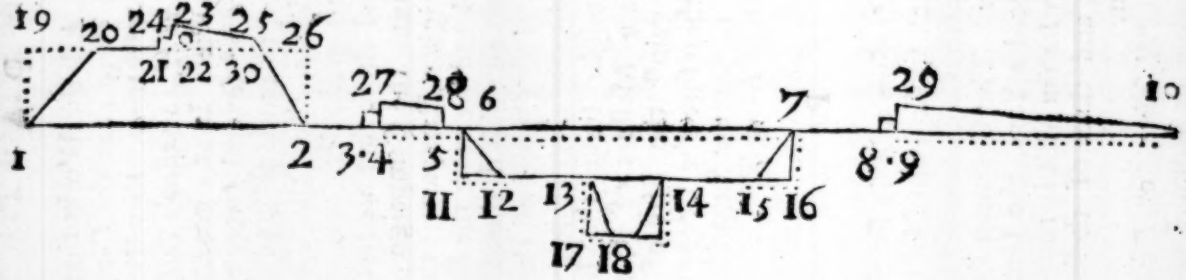
Orillon, or *Blind*. A Maſs of Earth fac'd with Wall, advancing beyond the *Epaul*, or Shoulder of Baſtions that have *Cazemattes* to cover the Cannon in them, and prevent its being diſmounted by the Enemy. Some *Orillons* are round, and others moſt ſquare, call'd *Epaulments*.

Orthographical Section, or *Profile*; is that draught which ſhews the thickneſs, breadth, depth, and height of any Work, as it would appear if perpendicularly cut off from the higheſt to the loweſt Part of it. It does not repreſent the length of the Work, which the *Plan* does; but then the *Plan* does not ſhew the height and depth, but repreſents the breadth, *Fig.* 2.

Explanation of *Fig.* 2.

1 10. *The Level of the Plain.*
1, 2. *The Baſe of the Rampart.*
2, 5. *The Fauſſe Braye.*
2, 4. *The Space of the Fauſſe-Braye.*
4, 5. *The Baſe of the Parapet of t Fauſſe-B aye.*
5, 6. *The Berme or Foreland.*
6, 7. *The Breadth of the Ditch.*
7, 9. *The Covert-way.*
29, 10. *The Glacis.*
3, 4 *The Breadth of the Banquet of t Fauſſe-Braye.*
8, 9. *The Breadth of the Banquet of t Covert-way.*
1, 19. 2, 26. *The Height of the Rampa*
19, 20. *The inward Talus of the Rampar*
26, 30. *The outward Talus of the Ramp*
22, 30. *The Baſe of the Parapet.*
22, 23. *The Height of the Parapet.*
23, 25. *The Glacis of the Parapet.*
22, 0. *The Height of the Banquet.*
24, 0. *The Height above the Banquet.*
4, 27. *The Height of the Banquet of t Fauſſe-Braye.*
27, 28. *The Glacis of the Fauſſe Braye.*
5, 11. *The Depth of the Ditch.*
11, 12. *The Talus of the Ditch.*
6, 12. *The Eſcarp.*
7, 15. *The Counterſcarp.*
13, 14. *The Breadth of the Cuvette.*
13, 17. *The Depth of the Cuvette.*
17, 18. *The Talus of the Cuvette.*
9, 29. *The Depth of the Covert-way.*
29, 21. *The Terre-plain of the Rampart.*

[*Fig.* 2.]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Outs.

F 3

Out-works. All the Works that cover the Body of a Place next the Campaign, as *Ravelins*, *Half-Moons*, *Horn-Works*, *Tenailles*, *Crown-works*, *Swallow's-Tails*, *Envelopes*, and the like. It is a general Rule That if there be several *Out-works* one before another, to cover one and the same *Tenaille* of a Place, those that are nearest the Place must gradually, one after another, command those that are fartheſt advanc'd out into the Campaign; that is, must have higher Ramparts, that they may over-look and fire upon the Beſiegers when they have poſſeſs'd themſelves of the fartheſt. The Gorges of them must be always plain, for fear, if they had any Parapet, it might ſerve the Beſiegers when they are Maſters of it, to cover themſelves againſt the Fire of the Beſieg'd; and therefore the Gorges are only Paliſado'd to prevent Surpriſe.

Oxygon. Vide *Triangle.*

P.

Pace. A Meaſure us'd in Fortification and much ſpoke of in Military Diſcipline. There is a Common and a Geometrical *Pace*. The Common *Pace* is generally counted a Yard, the Geometrical 5 Foot. An *Italian* Mile is 1000 Geometrical *Paces*, and three of theſe Miles a *French* League.

Paliſades, *Paliſadoes*, or *Piles.* Great Wooden Stakes, or Spars, 6 or 7 Inches Square

Square, and 8 Foot long, whereof 3 Foot are let into the Ground. They are planted on the Avenues of all Places that may be carry'd by Aſſault, and even by regular Attack. Some Paliſades are drove down-right into the Ground; others make an Angle, bowing down a little towards the Ground next the Enemy, that if they ſhould throw Cords about them to pull them up, they may ſlip off. Paliſades are planted on the *Berme*, or *Foreland* of Baſtions, and at the Gorges of Half-Moons, and other Out-works. The Bottom of the Ditch is alſo paliſado'd; but above all, the Parapet of the *Covert-way*. Some place the Paliſadoes three Foot from the ſaid Parapet outwards to the Campaign; but of late they have been planted in the middle of the *Covert-way*. They are to ſtand ſo cloſe, that no Interval remain between them, but what will ſerve for the Muzzle of a Musket, or to thruſt a Pike through. Paliſades are either pull'd up ſhaking them with Ropes, cut down by the Granadeers, beaten down with Cannon, or burnt down with tarr'd Faſcines or Faggots.

Pan. The ſame as the Face of a Baſtion. Vide *Face*.

Pan. The Pan, in Fire-Arms, is a ſmall Iron Cavity, ſticking to the Barrel, next to the Chamber, to contain as much Powder as will take Fire without, and convey it through the Touch-hole to the Charge within.

Parade. The Place where Troops assemble or draw together, in order to Mount Guards, or for any Service.

Parallel. Tho' this be properly a Term in Geometry; yet being often us'd in Fortification, it deserves to be explain'd. Parallel Lines, are those which are of an equal Distance from one another in every Part of them, and will so continue, tho' never so far extended; so that they can never meet, or draw nearer. The opposite Sides of a Square, are parallel to one another. The Ranks of a Batalion are parallel, and so are the Files. The Counterscarp is drawn parallel to the Face of its Bastion, and generally the Line of Approaches is drawn Parallel to the Face of the Place attack'd, to prevent its being *Enfiladed*, or Scour'd in length.

Parapet, or *Breast-work.* A Work rais'd to cover Men against the Enemies Cannon, and Small-Shot, on Ramparts, Bastions, *&c.* and must be made of Earth, and not of Stones, lest they, being beaten to pieces, do Mischief. It is eighteen or twenty Foot thick, six Foot high towards the Place, and four or five towards the Campaign; which Difference of Height makes the Glacis, or Slope for the Musketeers to fire down into the Ditch, or at least upon the Counterscarp. The Name of Parapet, is given in general to any Line that covers Men from the Enemies Fire; so there are Parapets of Barrels, of Gabions, and of Bags fill'd with Earth.

Park of the Artillery. A Poſt in the Camp, out of Cannon-Shot of the Enemy, and fortify'd to ſecure the Magazines and Ammunition; where, to prevent Accidents of Fire, only Pikemen do Duty. Every Attack at a Siege, has its *Park of Artillery.*

Park of Proviſions. A Place appointed in the Rear of every Regiment, for Sutlers and others to bring Things to ſell to furniſh the Army.

Parley. To beat or ſound a *Parley.* Vide *Chamade.*

Partiſan. A good Partiſan is an able cunning Soldier, well skill'd in commanding a Party, who knows the Country, and how to avoid Ambuſhes, and ſurprize the Enemy.

Partuiſan or *Pertuiſan.* A Weapon not unlike a Halbert, us'd ſometimes by Lieutenants of Foot.

Party. A ſmall Body of Horſe or Foot ſent out to diſcover, or upon any Military Execution. The King of *France*, to prevent Robberies, has order'd, That all Parties of Enemies, under 15 in Number, that do not produce an Order under a Commanding Officer's Hand, if taken, be ſent to the Gallies as Robbers.

Pas de Souris. Vide *Foreland.*

Paſſe-Volans. Vide *Faggots.*

Pate. A Platform, like that they call a Horſe-ſhoe, not always regular, but for the moſt part oval, encompaſs'd with a Parapet, without any other Defence

for the moſt part, except only that fore-right, and having nothing to flank it. They are commonly erected in Marſhy Grounds to cover a Gate of a Town.

Patroüille. A Round going about in the Night, conſiſting generally of five or ſix Men commanded by a Serjeant, (or of fewer, if Horſe) that ſet out from the *Corps de Garde*, to ſee what is done in the Streets, and keep Peace and Quietneſs in the Town.

Pay. Is the Wages given to a Soldier for his Maintenance in his Prince's Service, and is greater or leſs, according to the Cuſtom of ſeveral Countries.

Pay-Maſter; Is he who is intruſted with the Money, and has the Charge of paying the Soldiers.

Pedrero. A ſmall ſort of Cannon, moſt us'd aboard Ships, to fire Stone or broken Iron upon Boarding. Some of them are made to open at the Breech, to take in the Charge that way.

Peloton. Vide *Platoon.*

Pentagon. A Figure of five Sides, and as many Angles, capable of being fortify'd with the ſame number of Baſtions.

Perpendicular. A right Line, falling from, or lifting it ſelf upon another upright, without inclining one way or the other, and making the Angles on both Sides equal.

Petard. An Engine of Metal, almoſt in the Shape of a Hat, about 7 Inches deep, and about 5 Inches over at the Mouth.

When

When charg'd with fine Powder well beaten, it is cover'd with a *Madrier*, or Plank, bound down faſt with Ropes running through Handles which are round the Rim near the Mouth of it. This *Petard* is applied to Gates or Barriers of ſuch Places as are deſign'd to be ſurpriz'd, to blow them up. They are alſo us'd in Counter-Mines to break through into the Enemies Galeries, and diſappoint their Mines.

Pickaxes. Us'd in digging Ground when too hard for the Spade; but too common to require more to be ſaid of them, tho' mention'd as being a Tool very neceſſary in an Army.

Picket, or *Piquet-Guard*. Vide *Guard*.

Picket or *Piquet*; Is a Stake ſharp at the End, which ſerves to mark out the Ground and Angles of a Fortification, when the Engineer is laying down the *Plan*. They are commonly pointed with Iron. There are alſo large *Piquets*, which are drove into the Earth, to hold together the *Faſcines* or *Faggots*, in any Work caſt up in haſte. *Pickets* are alſo Stakes drove into the Ground, by the Tents of the the Horſe in the Field to tie their Horſes to, and before the Foot to reſt their Arms about them in a Ring; each Company has commonly three, two for Muskets, and one for Pikes. Horſemen that have committed any conſiderable Offence, are ſentenc'd to ſtand upon the *Picket*, which is, to have one Hand ty'd up as high as it

can

can ſtretch, as he ſtands upon his Toe of one Foot, upon a little Stake drove in to the Ground for that Purpoſe; ſo that they neither ſtand nor hang, nor can they change Feet to eaſe themſelves.

Pieces, ſignify Cannon. As Battering Pieces, ſuch as are us'd at Sieges, and are generally 24 Pounds. Field-pieces that carry about 10 or 12 Pound Balls, generally planted in the *Van*, as the heavy Cannon is in the main Battle.

Pike. A Weapon for a Foot-Soldier made of a long Staff, ſmall and round, and arm'd at the end with a ſharp Iron Spear. Generally in a Company of Foot the two Thirds are Musketeers, and the others Pikemen. The Pikes are 14 or 16 Foot long. When a Batalion is form'd to engage Horſe in open Field, the Pikes are ſo order'd, that they may face and charge every way, to cover not only the Musketeers, but the Colours, Drums and Baggage. Bayonettes, or ſhort Swords, made to clap into the Muzzles of Muskets, ſerve very well inſtead of Pikes.

Pioneers. Sometimes Men brought in from the Country to Work; but for the moſt part, the Soldiers perform this Duty.

A Place. It is commonly us'd to ſignify the Body of a Fortreſs.

Place of Arms. Thus abſolutely taken, is a ſtrong City choſen for the chief Magazine of an Army.

Place of Arms in a Garriſon. A large open Spot of Ground, either in the midſt of the City where the great Streets meet, or between the Ramparts and the Houſes, for the Garriſon to Rendezvous in upon any ſudden Alarm, or other Occaſion.

Place of Arms of an Attack, or *Trench*. A Poſt near it, ſhelter'd by a Parapet, or *Epaulment*, for Horſe and Foot to be at their Arms, to make good the Trenches againſt the Sallies of the Enemies. Theſe Poſts are ſometimes cover'd by a *Rideau*, or Riſing Ground, or elſe by a *Cavin*, or deep Valley, which ſaves the trouble of fortifying them with Parapets, Faſcines, Gabions, Barrels, or Bags of Earth. They are always open in the Rear, for their better Communication with the Camp. When the Trench is carry'd on to the *Glacis*, they make it very wide, that it may ſerve for a Place of Arms.

Place of Arms of a Camp. A ſpacious Piece of Ground at the Head of the Camp, to draw out the Army in order of Battle.

Place of Arms of a Troop of Horſe, or *Company of Foot in the Camp.* The Spot of Ground on which the Troop or Company draws out.

Plan, or *Ichnography*. The Draught or Platform of any Fortification, ſhewing the length of its Lines, the Angles they form, the diſtances between them, the breadth of the Moats, and thickneſs of the Ramparts and Parapets. So that a

Plan

Plan repreſents a Work as it would ap
pear on the plain Field, were it cut o
level with the Foundation; but it doe
not ſhew the heighth and depth of th
ſeveral Parts of the Work, which be
longs to the *Profile*; and this does not re
preſent the length, it being common t
them both to expreſs the breadth an
thickneſs of each Part.

Platform. Vide *Battery.*

Platoon, or rather *Peloton.* A ſma
ſquare Body of Musketeers, ſuch as i
us'd to be drawn out of a Batalion o
Foot, when they form the hollow Squa
to ſtrengthen the Angles. The Gran
diers are generally thus poſted. *Peloton*
the *French* Word, from whom we took i
and the vulgar Corruption has brought
to be pronounc'd *Platoon.*

Point-blank. Is the Shot of a Gun l
vell'd in a direct Line, without moun
ing or ſinking the Muzzle, which is us'
for Battery of Works, and ſweeping nea
at hand. The Point-blank of any com
mon large Cannon is not above 18
Paces.

Polygon. The Figure or Spot of Groun
that is to be, or is fortified.

Interior Polygon. The main Body of th
Work, or Town, excluding the Ou
works.

Exterior Polygon. The Out-lines of
the Works, drawn from one outmo
Angle to another quite about.

Regul

Regular Polygon. That whoſe Sides and Angles are equal to one another.

Irregular Polygon. That which has unequal Sides and Angles.

Pont de Jonc. Vide *Bridge.*

Pontoon, or *Floating Bridge.* An Invention to paſs over a Water. It is made of two great Boats, plac'd at ſome diſtance from one another, both plank'd over, as the Interval between them, with Rails on the Sides, the whole ſo ſtrong built, that it can carry over Horſe and Cannon.

Pont Volant. Vide *Bridge.*

Portcullis, Herſe, or *Sarrazine.* Several great Pieces of Wood laid a-croſs one another, and pointed at the Ends with Iron, the whole like a Harrow. Theſe uſe to hang over the Gate-ways of Fortify'd Places, to be ready to let drop down into the ſaid Gate-way to keep out an Enemy that ſhould come by Surprize, if there ſhould not be Time or Opportunity to ſhut the Gates: But the *Orgues* are counted better. Vide *Orgues.*

Poſt. Any Spot of Ground, whether Fortify'd or not, which is capable of lodging Soldiers. So we ſay, To gain a Poſt with Sword in Hand; To relieve the Poſts, that is, the Guards of the Poſts.

Advanc'd Poſt. A Spot of Ground before the other Poſts, to ſecure thoſe behind.

Poſtern.

Poſtern. A ſmall Door in the Flank of a Baſtion, or other part of a Garriſon, to march in and out unperceiv'd by the Enemy, either to relieve the Works, or to make Sallies.

Pouches; Are ſuch as the Granadiers have to carry their Hand-Granades in, being of Leather, with a Spring to open and ſhut, large, and hanging by the Soldiers Side.

Powder. A Compoſition of Charcoal duſt, Salt-petre and Brimſtone, too well known to require any further Account to be given of it.

Preſent; Is to hold the Musket Breaſt high, upon a Level, againſt the Soldier's Breaſt, or Shoulder, ready cock'd, to fire upon an Enemy.

Prieſts Cap. Vide *Bonet a Preſtre.*

Primer; Is a Bandaleer, which carries the Powder for Priming of the Musket, or a Horn for Priming of Cannon.

To Prime; Is to put Powder into the Pan of ſmall Arms, or on the Touch-hole of great Guns.

Poiſe. To Poiſe the Musket, is to hold it in the Right Hand under the Lock, with the Muzzle upright, clear from the Body.

Proclamation. Vide *Ban.*

Profile. Vide *Orthographical Section.*

Proviſions. Are all ſorts of Food for the Army.

Provoſt Marſhal. An Officer appointed to ſeize and ſecure Deſerters, and all other

ther Criminals, and to ſet Rates on Proviſions in the Army. He has a Lieutenant and a Clerk, and a Troop of Proſt's or Marſhal's Men a Horſeback; as ſo an Executioner.

Puſh the Pike. The Pike being charg'd, s is deſcrib'd before, the Man thruſts it orward with his Right Hand, advancing he Left with it at the ſame time, and ſo raws it back to the Poſture it was in efore, which is to oppoſe Horſe or Foot dvancing to break in upon the Batalon.

Q.

Quadrant. An Inſtrument which is the fourth part of a Circle; and herefore call'd by this Name, us'd by unners for Levelling, Mounting, or mbaſing their Pieces.

To Quadrat, or Square a Piece. Is to e whether it is duly plac'd, and well ois'd on the Carriage and Wheels.

Quarter, or Quarters; has ſeveral Significations in Martial Affairs.

Quarter; Signifies the ſparing of Mens ives, and giving good Treatment to nemies vanquiſh'd. So we ſay, The onquerors offer'd good Quarter. The nemy ask'd Quarter. We gave no Quarer.

A Quarter; ſignifies not only the round a Body of Men incamps on, but e Troops themſelves. Therefore we ſay,

ſay, To beat up the Enemies Quarter
Such a Quarter is well fortify'd.

A Quarter at a Siege. An Incampme
upon any of the principal Avenues of t
Place, either Commanded by the Gene
of the Army, and then call'd the Kin
or the General's Quarter; or by a Lie
tenant-General.

Winter-Quarters; Sometimes is tak
for the Interval of Time between t
Campaigns, but more generally for t
Place or Places where Troops are Lodg
during the Winter. So we ſay, T
Army is marching into Winter Quarte
The Winter Quarters are ſettled; T
Winter Quarters will be but ſhort.

Quarters of Refreſhment. The Place or P
ces, where Troops, that have been mu
haraſs'd, are put in to recover themſelv
during ſome time of the Summer, or Sea
for the Campaign. This is often done
hot Countries during the violent Hea

Quartermaſter. An Officer, whoſe pr
cipal Buſineſs is to look after the Qu
ters of the Soldiers. There is a Qu
termaſter-General of the Army. Eve
Regiment of Foot has a Quartern
ſter, and every Troop of Horſe one.

Queüe d'yronde, or *Swallow's-Tail.* A
tach'd or Out-work, whoſe Sides op
towards the Head, or Campaign, a
draw cloſer or narrower towards t
Gorge. There are Single and Dou
Tenailles, and *Horn-works*, call'd by t
Name of *Queüe d'yronde*, or *Swallow's-T*

ecauſe their Sides, inſtead of being pa-allel, open towards the Head, and grow arrow at the Gorge, as was ſaid before. When theſe Works are caſt up before the ront of a Place, they have this Fault, That they do not ſufficiently cover the lanks of the oppoſite Baſtions; but be-des that, Engineers ſometimes muſt ork according to the Ground and Si-uation; they have this Advantage, that ey are extraordinary well flank'd by e Place, which diſcovers all the length their Sides the better. Vide *Tenaille*.

R

Rabanet. The ſmalleſt Piece of Cannon but one, being one Inch nd four Eights Diameter in the Bore, ve Foot ſix Inches long, 300 Pounds Veight, takes a Charge of 6 Ounces of owder, and carries a Shot one Inch and ree Eights Diameter, and Eight Ounces Veight. The Point-blank ſhot of the iece is 70 Paces.

To Raiſe a Siege. Is to give over the ttack of a Place, and to quit the Works rown up againſt it, and the Poſts taken out it.

Rammer, or *Scourer*; Is a Rod belonging o all Fire-Arms, proportionable to the ength and Bore of them, ſerving to hruſt down the Powder and Ball, and reſs them cloſe, that the Shot may come ut with the more Force. Piſtols and uskets have them under the Stock, with mall Plates or Rings which hold them faſt.

faſt. For Cannon, they are carry'd loof with a Spunge to cleanſe thoſe Gun that no Fire may remain in them whe diſcharg'd.

Rampart. Some will call it *Rampir* but improperly. The great Maſſy Ba of Earth rais'd about a Place to reſiſt th Enemies great Shot, and cover the Buil ings. On it is rais'd a Parapet towar the Campaign. It is not to be abo three Fathom high, and ten or twelve thickneſs, unleſs more Earth be taken o of the Ditch than can be otherwiſe b ſtow'd. The Rampart of Half-Moons the better for being low, that the Muske of the Defendants may the better rea the bottom of the Ditch; but it muſt h ſo high, as not to be commanded by th *Covert-way.*

Ranforce-ring of a Gun. That which next before the Touch-hole, between and the *Trunions.*

Rank. The ſtrait Line the Soldiers a Batalion or Squadron make, as the ſtand Side by Side. To double the Rank is to put two Ranks into one, ſo the File are the thinner, and the Ranks the cloſe fill'd.

Ration. A Day's Allowance of Brea or of Forrage, given to every Man an Horſe.

Ravelin; Is like the Point of a Baſti on, with the Flanks cut off, as conſiſtin of only two Faces, which make an *Ang Saillant.* It is plac'd before a Curtin, t cove

over the oppoſite Flanks of the two next baſtions; or to cover a Bridge and Gate, being always beyond the Moat. Only Engineers now uſe this word *Ravelin*; for the Soldiers generally call it a *Half-Moon*. Vide *Half-Moon*.

Razant. Line of Defence *Razant*. Vide *Line*.

Rear, in general, is the hindmoſt part of the Army, or the Ground behind it.

Rear, or *Rear-Guard*. The laſt of the three Lines of an Army drawn up in *Battalia*, whereof the firſt is the *Van* or *Van-Guard*, the ſecond the *Main Body*, and the laſt the *Rear-Guard*, or, by another Name, the *Corps de Reſerve*, or *Body of Reſerve*. Vide *Line*.

Rear-Rank. The laſt Rank of a Batalion, or Squadron.

Rear Half-Files. The three hindmoſt Ranks, when a Batalion is drawn up ſix deep.

Recoil of Cannon. The Motion, or Gun, it takes backward when fir'd, cauſ'd by the force of the Fire, which when the Piece is diſcharg'd, ſeeking every way to fly out, drives the Gun back, and the Powder and Ball forwards. A Cannon generally recoils ten or twelve Foot; to leſſen which, the Platform of the Batteries is commonly made to incline or ſtoop a little towards the *Embraſures*.

Recruits. New Men rais'd to ſtrengthen the Forces on foot, either to make the Troops

Troops and Companies more numerou
than they were at firſt, or to fill up th
Places of Men kill'd.

Rectangle. Vide *Triangle.*

Redans or *Indented Works*; Are Lin
that form ſeveral Angles, in and out,
flank one another. The Parapet of th
Covert-way is for the moſt part carry'd
after this manner, and the ſame is don
on the Sides of a Place that are next to
Marſh, or River. Vide *Indented Line.*

Redoute A ſmall Square Fort, to ſer
for a *Corps de Garde.* They are us'd
ſecure the Lines of Circumvallation a
Contravallation, and the Approache
They are alſo made ſometimes upon ever
Traverſe of the Trenches to defend th
Workmen againſt the Sallies of the B
ſieg'd. They are often us'd before ſtron
Towns, at ſmall Diſtances before th
Counterſcarp, to keep the Enemy at
Diſtance, and cover the Sallies of th
Garriſon. Theſe *Redoubts* are ſometime
greater, and ſometimes leſs; but the
Parapet not being to reſiſt Cannon, is o
ly 8 or 9 Foot thick, with two or thr
Foot-banks, and the Ditch about the ſam
breadth and depth.

Reform. To Reform, is to reduce
Body of Men, either disbanding th
whole, and putting the Officers and Me
into other Bodies, or only breaking a par
and retaining the reſt.

Reform'd Officer. He whoſe Company o
Troop is broke or disbanded, and yet h
co

tinu'd in Whole or Half-Pay, ſtill ſerving his Right of Seniority, and tinuing in the Way of Preferment.

Regiment. A Body of ſeveral Troops Horſe, or Companies of Foot, and mmanded by a Colonel. Independent mpanies belong to no Regiment. The mber of Troops or Companies that are form a Regiment has never been aſcer-n'd, no more than the number of Men t are to form a Troop or Company. there are Regiments of Horſe of Men, and ſome in *Germany* of 2000. there are Regiments of Foot of 12 or Companies, which may make 7 or Men, and the Regiment of *Picardy* *France* conſiſts of 120 Companies, ich at Fifty in a Company amount to 00 Men.

Regiments of Guards. Vide *Guards.*

Regular Attacks. Vide *Attacks.*

Relais. Vide *Foreland.*

Relieve. To Relieve the Guard, or lieve the Trenches, is to bring freſh en upon the Guard, or into the Tren-es, and ſend thoſe to Reſt that have been ing Duty there before.

Remount. To Remount the Cavalry, is furniſh Horſes for thoſe who have had eirs kill'd, or diſabled.

Rendevoux. The Place where Troops e to aſſemble.

Reſerve, or *Corps de Reſerve.* Vide *Line Battle*, and *Rear-Guard.*

Retirade. A Retrenchment, comm
ly conſiſting of two Faces, which m
an Angle inwards, and rais'd in the Bo
of a Work that is intended to be l
Foot by Foot, when the firſt Defen
are broke down. Sometimes it is a Tre
with a Parapet, and ſometimes it is o
made of Faſcines loaded with Earth,
Gabions, of Barrels or Bags full of Ea
with a Ditch, or without, and with
liſades, or without.

Retraite. Vide *Foreland.*

Retrenchment; Is taken for any ſort
Work, or Intrenchment, or Defe
with a Ditch and Breſt-work; but m
properly it is that which is behind a
ther; as when Men are beaten from o
Poſt, they throw up another Retren
ment within it. Sometimes Retren
ments are call'd *Cuttings off*, and inde
both Words ſignifie the ſame thing, o
ly the firſt is *French*. The Name is prop
becauſe that Part of the Defence, whi
was loſt, is cut off by the new Wo
Vide *Intrenchments.*

Returns of the Mine. Vide *Gallery.*

Returns of the Trench. The ſeveral Be
ings and Oblique Lines of the Trench
drawn in ſome meaſure parallel to t
Sides of the Place attack'd, to prevent t
ing enfiladed, or having the Enem
Shot ſcour along the Length of the Li
Theſe Returns make a great Diſtance b
tween the Tail and the Head of the Tr
ches, which are but at a ſmall Diſtan
t

he ſtraight way. Therefore when the Head is attack'd by any Sally, the Volunteers and Braves among the Beſiegers leap over the Line, and run out of all Shelter to repulſe the Sally, and cut off the Enemies Retreat.

Reverſe, ſignifies on the Back, or behind. So we ſay, a Reverſe View, a Reverſe Commanding Ground, a Reverſe Battery.

Review. The Appearance of any Body of Troops under Arms, to be view'd whether they are compleat as to Numbers, and well condition'd.

Rhine-land Rod. A Meaſure us'd in Fortification by *Dutch* Engineers, being two Fathom, or twelve Foot.

Rhomboid. A Figure that has the oppoſite Sides and Angles equal, yet neither all the Sides, nor all the Angles, but only two of each.

Rhombus, or *Lozange*. A Square Figure that has the four Sides equal, but not the Angles, whereof two are obtuſe, and two acute. It is what we vulgarly call *Diamant-cut*, like the Glaſs of old Windows.

Rideau. A ſmall riſing Ground running along a Plain, and ſometimes almoſt parallel to the Front of a Place, to which it is very prejudicial, as being a Work ready thrown up to cover the Enemy. It is properly ſo call'd, becauſe *Rideau* in *French* is a Curtin, and this is, as it were,

a Curtin drawn by Nature to hide Me from the Town.

Round. A Watch commanded by a Officer that goes in the Night about th Ramparts of a ſtrong Place, to obſerv whether the Sentinels are watchful upo their Duty, or in the Streets of a Town to keep good order.

To Roul. Officers of equal Quality, wh mount the ſame Guards, and do the ſam Duty, relieving one another, are ſaid t Roul; as Captains with Captains, an Subalterns with Subalterns. They com mand one another according to the Dat of their Commiſſions.

To Run the Gauntlet. When a Soldie has committed ſome conſiderable Offence and is ſentenc'd to run the Gauntlet, th Regiment is drawn up making a Lan with every Man a Wand in his Hand, th Criminal runs through with his Back na ked, and every Man has a Stroke at him If it be intended to make the Puniſhmen rigorous, the Officers have a watchfu Eye to ſee that the Men do not favour th Criminal, and puniſh any that preſume ſo to do.

S.

Sac-a-Terre. Vide *Canvas Bags.*

Safe-Guard. A Protection the Princ or his General gives to ſome of the Ene mies Country to be ſecur'd from bein ravag'd by his Men, or quartering them

So

Soldiers left in ſuch Places to ſecure them againſt their own Men, are call'd *Safe-Guards*.

Saker, the loweſt Sort. A Cannon three Inches and four Eights Diameter in the Bore, eight Foot long, 1400 Pounds Weight: Its Charge of Powder three Pounds ſix Ounces, and carries a Bullet three Inches and two Eights Diameter, and four Pounds twelve Ounces Weight. The Point-blank Shot of it 150 Paces.

Saker Ordinary. A Gun three Inches ſix Eights Diameter in the Bore, nine Foot long, 1500 Pounds Weight, takes four Pounds for its Charge of Powder, and carries a Bullet three Inches and four Eights Diameter, and ſix Pounds Weight. Its Point-blank Shot 160 Paces.

Saker of the largeſt Size. Four Inches Diameter in the Bore, ten Foot long, 1800 Pounds Weight: Its Charge 5 Pounds of Powder; the Diameter of its Shot three Inches and 6 Eights, the Weight of it ſeven Pounds five Ounces, the Point-blank Shot of the Piece 163 Paces.

A Sally. In French, *Sortie*. The iſſuing out of the Beſieg'd from their Works, and falling upon the Beſiegers to cut them off, and deſtroy their Works, as they often do in ſucceſsful Sallies, killing many Men, deſtroying the Trenches and Batteries, and nailing the Cannon. To make a Sally; to repulſe a Sally; to cut off a Sally, that is, to get between them that made it and Home.

Salute. A Diſcharge of Cannon o Small-ſhot, or both, in Honour of ſom Perſon of extraordinary Quality. Th Colours alſo ſalute Royal Perſons and Ge nerals, which is done bowing them dow to the Ground.

Sappe. A deep Trench carry'd far int the Ground, and deſcending by Step from top to bottom, ſo that it covers o the Side, and to cover over Head the lay a-croſs it *Madriers*, that is, thick Plank or Clays, that is, Branches of Trees cloſ bound together, and throw Earth ove them to ſecure them againſt Fire. For merly, this Word *Sappe* ſignified a Hol dug under a Building, in order to over throw it. When a *Covert-way* is well de fended by Musketeers, the Beſiegers mu make their way down into it by *Sappe* Vide *Deſcent*.

Sarrazine. Vide *Portcullisſes.*

Sauciſſe. A long Train of Powder roll' up in a Pitch-Cloth, and ſew'd togethe in length, ſo that it reach from the *Fou neau*, or Chamber of the Mine, to th Place where the Engineer ſtands to ſprin the Mine. It may be about two Inche Diameter. There are generally two *Sau ciſſes* to every Mine, that if the one fail the other may hit.

Sauciſſons, or *Sauciſſes.* Faggots made o the Bodies of Underwood, or of the larg Branches of great Trees, wherein the differ from Faſcines, which are of ſma Wood. The *Sauciſſon* is bound in the Mid dle

lle, and at both Ends, and ſerves to cover the Men, make Epaulments, and for other Uſes.

Scalade, or *Eſcalade*. A furious Attack upon a Wall or Rampart, carry'd on with Ladders to mount, without going on in form, or carrying on Works to ſecure the Men.

A Scale. A Rule us'd by Engineers to draw Fortifications on Paper, and another ſort us'd by Gunners to take the Dimenſions of their Guns.

Scalene. Vide *Triangle*.

Scarp. The inward Slope of the Ditch of a Place, that is, the Slope of that Side of the Ditch which is next to the Place, and faces towards the Campaign.

Scenography. The Proſpect of a fortify'd Place, as it appears to the Eye, when from without we look upon any Side of it, and obſerve its Situation, Encloſure, Steeples, and Tops of the Houſes.

To Scour the length of a Line. To rake it from End to End with the Shot; ſo that every Bullet which comes in at one End, ſweeps all along to the other, and leaves no Place of Security in it.

Scourer. Vide *Rammer*.

Second Captain, or *Lieutenant en Second*. One whoſe Company has been broke, and he is joyn'd to another, to act and ſerve under the Captain or Lieutenant of it, and receive Pay as Reform'd. There are alſo Second Captains, and Lieutenants of the firſt Creation, that is, who were never ſo in the other Compa-

nies; but particularly, Second Lieutenants are much us'd among the Foot in *France*.

Seniority. The Order of Time elaps'd since the first raising of a Regiment, or an Officer's receiving his Commission. In the Line of Battle, the Squadrons of Horse are posted on the Right or Left of the Line, according to the Seniority of the Officers, that is, of their Commissions for the Colonels of Horse command by the Seniority of their Commissions; but this Method is not observ'd among the Foot; for their Colonels have Precedency and Command according to the Seniority of their Regiments. The Captains in the same Regiment of Horse or Foot, roul and have place among themselves, according to the Seniority of Commission; and their Troops or Companies have no Preference one before the other, but by the Dates of their Captains Commissions. The first Captain failing, his Company, of the first, becomes the last of the Batalion, and the second becomes the first. As for Subalterns, the Seniority of their Commissions does not alter their Post, but they roul, and ascend or descend with their Companies.

Sentinel. A private Soldier taken out of the *Corps de Garde*, and posted upon any Spot of Ground, to stand and watch carefully for the Security of the said Guard of any Body of Troops, or Post, and prevent any Surprize from the Enemy.

Senti-

Sentinel Perdue. A Sentinel poſted near an Enemy in ſome very dangerous Poſt, where he is in hazard of being loſt.

Serjeant. An Officer without Commiſſion in a Company of Foot, or Troop of Dragoons. Sometimes he commands ſmall Detachments; and among other Things, it is his particular Duty to ſee the Men keep their due Diſtances, and to ſtraiten the Ranks and Files, to receive and carry Orders between the Major and his Officers, and the Company, and go the *Patroüilles, &c.* Generally common Companies have two Serjeants each. He muſt read and write, and his Weapon is a Halbard.

Serjeant-Major. Vide *Major.*

Shot. All ſorts of Bullets for whatſoever Fire-Arms, from the Cannon to the Piſtol. Thoſe for Cannon are of Iron, thoſe for Musket, Carabine, and Piſtol, of Lead. At Sea, they uſe Chain and Bar-ſhot, which are two half Bullets joyn'd by an Iron Bar or Chain, which gives them Length to cut all they meet with. Vide *Bullet.*

Shovels. Us'd in all Works, too well known, and need no Deſcription.

Shoulder of a Baſtion. Vide *Epaul.*

Shoulder your Arms; Is to lay the Muſket on the left Shoulder, holding it with the left Hand on the Hollow between the But-end and the Lock. The Pike is laid upon the right Shoulder, holding it with the right Hand, ſo that the

the But-end may come within a Foot of the Ground, ſloping ſo, that, the Spear may be reaſonably mounted behind.

Sides of Hornworks, Crown-works, Tenailles, and ſuch-like Outworks, by the *French* call'd *Ailles*, or *Wings*, are the Ramparts and Parapets that encloſe them on the Right and Left from the Gorge to the Head. Theſe Sides, when they are not longer than Musket-ſhot, are generally ſtrait Lines, becauſe then they are flank'd from the Place. But if the Sides are above Musket-ſhot, they are ſometimes indented, or made with *Redans*, or elſe there are Traverſes, or croſs Intrenchments, cut in their Ditch. So that it is more dangerous attacking the Sides of theſe Works, than the Head.

Siege. The incamping of an Army about a Place it deſigns to attack, the whole Time it lies before it, and all it does for reducing of it. So we ſay, to lay Siege, to carry on a Siege, To raiſe a Siege.

Sillon. A Work rais'd in the midſt of a Ditch to defend it, when it is too wide. This Work, as it runs, forms little Baſtions, Half-Moons, or Redans, or Indentures, which are lower than the Rampart of the Place, but higher than the *Covert-way*. This Name of *Sillon* is going out of uſe, and they now call it *Envelope*. Vide *Envelope*, *Counter-Guard*. and *Lunette*.

Single Tenaille. Vide *Tenaille*.

Sixain. An ancient Order of Battle for ſix Batalions; which, ſuppoſing them to be all in a Line, is form'd thus: The Second and Fifth Batalions advance and conſtitute the Van; the Firſt and Sixth fall back into the Rear, or *Corps de Reſerve*; and the Third and Fourth, remain on the ſame Ground for the Main Battle. Every Batalion ought to have a Squadron of Horſe on its Right, and another on its Left. Any Number of Batalions produc'd by the Multiplication of ſix, may be drawn up in this Order; for twelve Batalions will make two *Sixains*, eighteen will make three, and ſo on. Vide *Cinquain.*

Skirmiſh. A ſmall Encounter of a few Men, when they fight in Confuſion without obſerving Order.

Slings; Are Leather Thongs, made faſt to both ends of the Musket, and ſerving for the Men to hang them by on their Shoulders, that ſo they may have both their Hands free, without laying aſide their Fire-Arms.

A Soldier; Is he that is liſted, and receives Pay, to ſerve his Prince or State in the Wars, either a Foot or a Horſeback.

To Sound the Trumpet. Vide *Trumpet.*

Spades, for throwing up Works, do not need any more ſhould be ſaid of them.

Spunge. A long Staff with a Roul at one end, cover'd with a Sheep-ſkin of the bigneſs of the Bore of a Gun, to ſcour it after firing, that no Fire may remain within.

Spurs. Are Walls that croſs a part of the Rampart, and join to the Town-Wall.

Squadron. A Body of Horſe, the number not fix'd, but from an hundred to two hundred Men, ſometimes more and ſometimes leſs, according as Generals ſee fit, the Army is in ſtrength, and occaſion requires.

Square. A Figure compos'd of four equal Sides, and four Right Angles.

Long Square; Has Right Angles, but two of the Sides are long, and the other two ſhort.

A Square Body; Which has as many Men in File, as in Rank, and is equal whatſoever way it faces.

Hollow Square. A Body of Foot drawn up with an empty Space in the middle for the Colours, Drums and Baggage, facing and cover'd by the Pikes every way, to oppoſe the Horſe.

Staff-Officer. Vide *Officer.*

Star-Redoute, of four, of five, of ſix, or of more Points, otherwiſe call'd an *Eſtoile.* Theſe are all ſmall Forts, or Redoubts, with Angles Saillant, and returning or entring. Theſe are not much in uſe now, becauſe their Angle inwards is not Flank'd, and the Square Redoubts are ſooner built, and as ſerviceable.

Stock of a Gun, or Piſtol; is the wooden Part, unto which the Barril is fix'd, for the conveniency of Handling and Firing it.

Straw. For Straw is a Word of Command, to diſmiſs the Soldiers when they have grounded their Arms, ſo that they be ready to return to them upon the firſt Firing of a Musket, or Beat of Drum.

Subaltern. Vide *Officer.*

Sub-Brigadier, Sub-Lieutenant, and the like, are Under-Officers appointed for the eaſe of thoſe over them of the ſame Denomination. Sub-Lieutenants of Foot take their Poſt at the Head of the Pikes.

Subſiſtance. Is Money paid Weekly, or Monthly or otherwiſe, to Soldiers, for them to ſubſiſt on till the general Pay-days, when their Accounts are made, and then receive what more is due to them, for the Subſiſtance is always leſs than the Pay.

Sub-Diviſions; Are the leſſer Parcels, into which a Regiment is divided in Marching, being half the greater Diviſions.

Succour. To Succour a Place, is to raiſe the Siege, driving the Enemy from before it.

Superficial Fourneau. Vide *Caiſſon.*

Surface. Is that part of the Exterior Side, which is terminated by the Flank, prolong'd or extended, and the Angle of the neareſt Baſtion. The double of this Line with the Curtin, is equal to the Exterior Side.

Sutler; Is one that follows the Camp, and ſells all ſorts of Proviſions to the Sol-

Soldiers. In all Garrisons there are also Sutlers, who serve the Soldiery.

Swallow's-Tail. Vide *Queüe d'yronde.*

T.

Tail of the Trenches. The first Work the Besiegers make, when they open the Trenches, as the Head of the Attack is carry'd on towards the Place. There is always Danger at the Tail of the Trenches, because it is exposed to the Batteries of the Place; and the Cannon, mounted on the Cavaliers, plays upon those that Relieve and Mount the Guard, A Guard of Horse is ever kept at the Tail of the Trenches, to be in a readiness to come to the Relief of Workmen at the Head, in case of Sallies, and this Guard is reliev'd as often as the Trenches.

Talus. The Slope allow'd to every Work rais'd of Earth, that it may stand the faster, and is more or less, according as the Earth is looser or more binding. As for Instance, the Rampart is not built upright, because it is of Earth; but it goes sloping, being thicker at the bottom or foot, than at the top, and this Slope is call'd the *Talus.*

Inward Talus. The Slope of the Rampart, or other Work next the Place, which is commonly double the outward *Talus* of that same Work.

Outward Talus. The Slope allow'd the Work on the outside from the Place, and towards the Campaign.

Tat-to. Sometimes call'd, The Retreat; the Beat of Drum at Night for all Soldiers in Garrison to repair to their Quarters, and to their Tents in the Field. After which, in Frontier Towns, and where the Inhabitants are suspected, they are not permitted to stir abroad, or at least not without a Light.

Te Deum. A Holy Hymn sung in Thanksgiving for any Victory obtain'd; which is often abus'd, being sung by those that are beaten to conceal their Shame.

Temoins. Vide *Witnesses.*

Tenaille. Has several Significations in Fortification; as,

Tenaille of a Place, or *Fortress.* The Faces of it. Vide *Face.*

Tenaille. An Outwork, whereof there are two Sorts, the Single, and the Double.

The Single Tenaille. A Work, the Head whereof is form'd by two Faces, making one Angle Rentrant, or Inwards, and whose Sides run directly Parallel from the Head to the Gorge.

The Double Tenaille. A Work whose Head is form'd by four Sides, which make two Angles Rentrant, or Inwards, and three Angles Saillant, and whose Sides run strait from the Head to the Gorge. When these Sides are Parallel, the Sin-

gle or Double *Tenailles* are known by n other Name ; but when there is mor breadth at the Head, than at the Gorg they are call'd *Queüe d'yronde*, or *Swa lows-Tails*. *Tenailles* are faulty in this re pect, That they are not flank'd, or de fended towards their Dead, or Inwar Angle, becauſe the heighth of the P rapet hinders ſeeing down before th Angle ; ſo that the Enemy can lodg himſelf there under Covert. Therefo *Tenailles* are only made when there is no time enough to make a Horn-work.

Terre-plain. The Superficies of th Rampart, being the plain Space or Wa on it, Parallel to the level of the Groun and bounded next the Campaign by th Parapet, and next the Place by the Int rior *Talus*.

Tent. The *Tents* are of a cloſe Cloth, o Canvas, for the Soldiers to lye in, when i the Field : Four or five Soldiers lye i one ſmall Tent ; the Officers hav greater, according to their ſeveral Poſt They are always pitcht regularly, even Regiment apart, and each Troop or Com pany in a Line, or File, the Officers i the Rear ; the whole compoſing orderl Streets.

To Tertiate a Piece. Is to try a Can non, whether it has its due thickneſs o Metal in all Parts.

Toiſe. A Fathom, or Six Foot.

Tong. The ſame as *Tenaille*.

Touch

Touch-hole, is a ſmall Hole in all Fire-Arms, paſſing through the Barril to the Chamber, where the Charge lyes for the Powder on the outſide to convey the Fire to that within.

Town-Major. Vide *Major*.

Trail the Pike; is to hold the Spear-end in the Right Hand, about a Hand's breadth from the Spear, the flat of the Spear lying upwards, the But end on the Ground behind the Man.

Trapeze. A Figure that has only two of its four Sides parallel.

Trapezoide, or *Tablet*. Has all its four Sides and Angles unequal, and no Sides Parallel.

Traverſe. A Trench with a Parapet, and ſometimes two, one on the Right, and another on the Left. Sometimes this Trench is open over Head, and ſometimes cover'd with Planks loaded with Earth. This Word is often taken for a Gallery, and alſo ſignifies a Retrenchment, or Line fortify'd with Faſcines, Barrils, or Bags of Earth, or Gabions.

Trench. In general it ſignifies any Ditch, or Cut made in the Earth.

Trenches, *Approaches*, or *Attacks*. Are Works carry'd on by the Beſiegers, being cut into the Ground with Parapets for their Men to gain Ground, and draw near the Fortifications of the Place under Covert. They are carry'd on differently, according to the nature of the

Ground. For if, all round the Town the Ground be Rocky, the Trenches are rais'd above it with Faſcine, or Faggots Baggs of Earth, Gabions, Wool-packs Epaulments of Earth brought from a far, and any Thing that may cover the Men without flying, as Stones, and the like. But, if the Earth is fit to dig, the Trenches are no other than a Ditch, or Way ſunk down into the Earth, and edg'd with a Parapet next the Beſieged. Its Depth is about ſix or ſeven Foot and its Breadth ſeven or eight. How-ſoever the Trenches be made, they muſt always be ſo contriv'd, that the Beſieg'd may never Enfilade them, that is, Scour the length of them with their Shot. For this Reaſon they are carried on by Coudes or Traverſes, which are Lines returning back from the End of them and running almoſt Parallel with the Place.

To open Trenches. To begin to dig, or work upon the Line of Approaches, which is generally done in the Night, ſometimes within Musket-ſhot, and ſometims within half, or even within whole Cannon-ſhot of the Place, if there be no Hollows, nor Riſing Grounds about it; and the Garriſon is ſtrong and their Cannon well ſerv'd. The Workmen that open the Trenches are always ſupported by Bodies of Men a-gainſt the Sallies of the Beſiegers, and ſometimes thoſe Bodies lie between them

and

nd the Place, and on their Right and eft. The Pioneers ſometimes work on eir Knees, and the Men that are to pport them lie flat on their Faces, both avoid the Shot from the Place. The ioneers are generally cover'd with Manlets, or Sauciſſons.

To mount the Trenches. To go upon Duy into the Trenches.

To Relieve the Trenches. To Relieve thoſe at are upon Duty in them.

To carry on the Trenches. To advance them wards the Place.

Triangle, or *Trigon.* A Figure conſiſtg of Three Sides, and as many Anles.

Triangle Rectangle. Which has one Right ngle.

Triangle Ambligone. Which has an Obtuſe ngle.

Triangle Oxigon. Which has three ſharp, acute Angles.

Triangle Equilateral. Which has all three ides of an equal Length.

Triangle Iſoſele. Which has only two ides equal.

Triangle Scalene. Which has all three ides unequal.

Trigger; Is a ſmall piece of Iron plac'd nder the Lock of any Fire-Arms, drawg which back, when the Piece is cock'd, e Cock falls, and giving Fire to the owder in the Pan, the Shot goes off.

Trigon. Vide *Triangle.*

A Troop. A ſmall Body of Horſe, Dragoons, the number not determin' but uſually about 50, under the Co mand of a Captain.

Independent Troop. That which is incorporated in any Regiment.

Troop. To beat the Troop; Is the cond Beat of Drum when the Foot are march, the General being the firſt give notice of the March, and the Tro the next for the Men to repair to th Colours.

Trooper. The vulgar Name, by whi every Horſe-Soldier is call'd. The Fre call them *Maitres*, or *Cavaliers*.

Trumpet; Signifies either the Mart Inſtrument us'd among the Horſe to g notice what they are to do, or the M that ſounds it. To ſound to Horſe March; a Charge or Retreat; a l vet. Every Troop of Horſe has a Tru pet.

Trunion-Ring. The Ring about a C non next before the *Trunion*.

Trunions. Two Pieces of Metal ſticki out of the Sides of a Piece, about middle of it, on which it reſts, and mounted or imbaſs'd,

Turn-pike. A Piece of Wood or S twelve or fourteen Foot long, ſix eight Inches Diameter, cut in a Sexan lar Form, every Side of it bor'd full Holes about an Inch Diameter, and or ſix Inches from one another; but anſwering on the Sides to one anot

the contrary all differently posited. through these Holes, Pickets, that is, ort Pikes, are run, being about five or Foot long, pointed with Iron, and stned into the Holes with Nails or Wedges. Thus the Points stand out eve- way, and these Turn-pikes are of great se to stop an Enemy, being plac'd on a reach, or at the Entrance of a Camp, in any Gap. Turn-pikes are otherwise ll'd *Chevaux de Frise*.

V.

VAN, or *Vanguard*. The first Line of an Army drawn up in Batalia, hich gives the first Charge upon the nemy; the Second Line is the Main Bo-, and the Third the Rear-Guard, or Bo- of Reserve. The *Van* is the Fron-, or remost Part of any Body or Bodies of len.

Vidette. A Sentinel of the Horse.

To View a Place. To ride about it be- re forming of the Siege, and observe e Strength and Weakness of its Situa- on and Fortification, in order to attack e weakest Part. This Care belongs to e General himself.

Vivandier. One that follows the Army ith Provisions, to sell to the Soldiers hen they have Occasion: From the ench Word *Vivres*, Provisions.

Volunteers. Gentlemen, who without ving any certain Post, or Employment,

in the Forces under Command, put them
ſelves upon Warlike Expeditions, and ru
into Dangers only to gain Honour an
Preferment.

Uncap your Cartridges; Is to take off th
Top of the Paper, which is folded dow
at the End, that ſo the Powder may fa
looſe to the Touch-hole to take fir
which otherwiſe the Paper would hi
der. This is commonly tore off wi
the Teeth.

Uſtenſile. The Neceſſaries due to eve
Soldier, and to be furniſh'd by his Ho
where he is quarter'd. They are, a Be
with Sheets, a Pot, a Glaſs or Cup
drink out of, a Diſh, a Place at the Fir
and a Candle. Sometimes the Inhabitan
compound, and allow ſo much in Mon
to be eas'd of it.

W.

W *Arrant Officer.* Vide *Officer.*
Way of the Rounds. Vide *Chem
des Rondes*, or *Fauſſe-Braye.*

Well. A Depth the Miner ſinks in
the Ground, and thence carries on th
Branches, or Galeries, to find out, an
diſappoint the Enemies Mines, or to pr
pare one.

To Wheel. This is a Motion that brin
a Batalion or Squadron to front on th
Side where the Flank was, which
Wheeling to the Right or Left, if
Enemy appear ready to attack the Flan

t, if it be thought fit, to fall upon the nemies Flank. In this Motion, the anks and Files muſt take great Care ot to bend, but every one to keep his e Diſtance, and there muſt be very able rjeants at the Angles, to ſee the Files not break and fall into Confuſion. the Batalion wheels to the Right, the ft Wing moves firſt, deſcribing the urth Part of a Circle about the File-lea- on the Right, who is the Center of e Motion, and ſtirs not off his round. If the Wheeling be to the ft, the contrary is perform'd. Squa- ons of Horſe wheel after the ſame man- r.

Wing of an Army drawn up for Battle, *Wing* of one of its Lines; Is the orſe on the Flanks, or at the End of ch Line on the Right and Left.

Wing of a Batalion or Squadron. The ght and Left-hand Files that make up ch Side or Flank. When a Batalion drawn up, the Pikes are in the Center, d the Musketeers on the Wings, which ings are alſo call'd *Great Diviſions*, *Whole Diviſions* of the Batalion. In heelings, when they wheel to the ght, the Left-wing of the Batalion oves firſt, whilſt the Right Wing takes hort Compaſs, turning upon the File- der of the firſt File, as upon a Center. e contrary is done if they wheel to Left.

Winter Quarters. Vide *Quarters.*

Witneſſes, or *Temoins*; Are certain Pa
cels of Earth left in the Foundation
thoſe Places that are dug down, in ord
to make a judgment by them, of ho
many Cubical Feet, or Fathom of Ear
have been dug out.

The Word; Is a Word that ſerves fo
Token, and Mark of Diſtinction, giv
every Night in an Army by the Gener
and in Garriſon by the Governour, or
ther Officer commanding in Chief,
prevent Surprize, and hinder an Ene
or any treacherous Perſon to paſs ba
wards and forwards. When the Go
nor, Deputy-Governor, or Town-Ma
go the Rounds in a Garriſon, the Offi
commanding in every *Corps de Ga d*,
to receive and give them the *Word*;
Inferior Rounds are to give the Word
the Guard.

Word of Command. Vide *Command.*

Works; Are all the Fortifications ab
any Place, as Out-works are thoſe wi
out the firſt Encloſure.

Y.

Younger Regiment, or Officer. That Regiment is youngeſt which was rais'd; and that Officer youngeſt, whoſe Commiſſion is of the lateſt Date, tho' he be never ſo old a Man, or have ſerv'd never ſo long in other Capacities; and according to theſe Rules, Regiments and Officers are poſted, and command. See more of it under the Word *Seniority*.

A SEA-DICTIONARY.

Explaining the SEA-TERMS, the NAMES of each Part of a Ship, its Rigging, and all other Things belonging to it.

A.

A *Baft.* Vide *Aft.*

Aft, or *Abaft*: In the Sea-Terms ſignifies Backwards, or Behind, to diſtinguiſh what is one or plac'd from the Stem towards the ern of the Ship, as *Come aft*, or *go aft*; at is, come or go backwards, or towards e Stern. *Hale the ſheat aft*; that is, ale back towards the Stern. *A Shot 'd the Ship fore and aft*; that is, it came before, and went out a-Stern. *Abaft e Fore-maſt*, backwards from the Fore-aſt: By which it appears, that the ord is applicable to any Part of the ip, in reſpect of thoſe that are towards e Stern.

Aloof, is us'd in conding the Ship when she goes upon a Tack, and is spoken from the Conder to the Steers-man when he suffers the Ship to fall off from the Wind, and does not keep her so near by a Wind as she may well lie.

Amain: In the common Signification is all at once; that is, when they are letting down any thing with the Tackle, which is done letting it descend gently, at last they cry *Amain*; which is for all the Men who hold the Tackle to let go their Hold at once. In this Sense it is us'd by all Ships; but Men of War have a peculiar Application, which is when they encounter another Ship, and cry to them in her, *Amain*; that is, to bid them yield. They also use, *Waving Amain*, which is waving a Sword, or other bright Thing, for a Signal to other Ships to strike their Top-sails. Hence, *to strike Amain*, is to let fall the Top-sails at the full run, not gently.

Anchor. Most Men know, the Use of an Anchor is to keep a Ship in one Place, and that it consists of a long Iron Shaft at one End whereof are, as it were, Two Arms in a circular Form, with broad and pointed Flooks at the Ends of them; and at the other End of the said Shaft a Piece of Timber fasten'd the contrary way to the Iron Arms. The Anchor has three several Parts; the *Ring*, by which the Cable is made fast to it; the *Eye*, through which the Ring passes; the *Head*, whi

which the Eye is; the *Nut*, which holds the Beam; the *Beam*, being Two Pieces of Timber join'd together on the End of the Shank, croſſing oppoſite to the Flooks that they may not lie flat, but take hold; the *Shank*, is the long Iron which has the Beam on the one End, and the Flooks at the other; the *Arms*, are the Irons which have the Flooks at their Ends; and the *Flooks* are the Two broad and pointed Ends of the Arms, which take hold in the Ground, and keep the Ship from being carried away by the Wind or Water. The Proportion of Anchors is according to the Bulk of the Ship, which commonly has ſeveral Degrees of Anchors, and each of them its peculiar Name; as firſt, the *Kedge*, or *Kedger*, which is the ſmalleſt us'd in kedging down a River. Next, a *Stream-Anchor*, us'd in deep Waters to ſtop a Tide withal in fair Weather. The others are call'd the Firſt, Second, and Third Anchors, being ſuch as a Ship may ride by in reaſonable Weather, and are ſomething bigger one than another. When in any Straits, or near a Port, they carry Two of theſe at the Bow, whence they are alſo call'd the Firſt, Second, and Third Bows. The biggeſt Anchor of all is the *Sheat-Anchor*, frequently by Seamen call'd *Their laſt Hope*, being us'd in the greateſt Extremity, as their laſt Refuge. The Proportion of theſe Anchors is according to the Size of the Veſſel; for that which would be but a *Kedger* to one

Ship, would be a *Sheat-Anchor* to a ſma
ler. A Ship of 500 Tun has 2000 Weigh
allow'd to its *Sheat-Anchor*; and the big
geſt Ship has an Anchor of 3500 Weigh
There are ſeveral Terms belonging t
the Anchor; as,

The Anchor is a peek; that is, when i
heaving of it up, the Cable is right pe
pendicular betwixt the Haws and the A
chor.

The Anchor is a Cock-bell; when the A
chor hangs up and down by the Ship
Side, which is when the Ship is ready t
come to an Anchor.

Let fall the Anchor; is, let it drop dow
into the Sea.

The Anchor is foul; when the Cable, b
the turning of the Ship, is got about t
Flook that is out of the Ground, whi
will cut the Cable aſunder, and make t
Anchor not hold; for which Reaſo
when the Ship comes to an Ancho
where there is a Tide, they lay out Tw
Anchors, that the Ship, upon the turni
of the Tide, may wind up clear of the
both.

Clear the Anchor; is, get the Cable
the Flook. This Term is alſo genera
us'd when they let fall the Anchor,
ſee that the Buoy-Rope nor any oth
hang about it.

Fetch or *bring home the Anchor*; that
weigh it in the Boat, and bring it abo
the Ship.

The Anchor comes home; is when the Sh
dri

ives away with the Tide or Sea, and
e Anchor drags after; which may hap-
en, either if the Anchor be too ſmall
r the Ship, or the Ground ſoft and
wzie; in which Places they ſometimes
ooe the Anchor. See *Shove*.

Boat the Anchor; is, put it into the Boat.

Anchorage, or *Anchoring*; is, letting fall
e Anchor, or Anchors, into the Sea,
ith Cables to them, for the Ship to
de faſt by them. It is alſo the Place
here the Anchor falls; for they ſay,
ere is good Anchoring where there is
hole Water, becauſe in deep Waters the
a has more Force againſt the Ship, and
e Anchors are long a weighing. That
alſo good Anchoring where the Ground
not too ſoft or owzie, in which the
nchors have no hold; nor yet too hard
ſtony, that may cut the Cables; the
eſt Ground to ride in being a ſtiff Clay
hard Sand; as alſo where they may
de out of the Way of the Tide: And
ſtly, where they are Land-lock'd, ſo as
at the Sea-gate can have no Power over
em. Add to this, If the Lee-Shore on
ery ſide be ſo ſoft, that if a Ship come
ground, ſhe can take no Hurt; or elſe
at ſhe may have Sea-room to ſet Sail,
the Cable breaks, or the Anchor comes
ome. Any Place that has theſe Quali-
es, is ſaid to afford good *Anchoring*, or
chorage; and it is bad Anchoring
here they are wanting.

Anchor-Stock: A long Piece of Timbe fitted to and faſten'd at the Nuts of th Anchor, croſſing the Flooks, that it ma ſo guide the Anchor on the Groun that one of the Flooks may be ſure t take hold and faſten in the Groun without which the Anchor would lie fl and conſequently have no hold. It uſually proportion'd by the Length the Shank.

Arm of the Anchor, is that Part to whic the Flook is ſet.

To arm a Shot; is to bind ſome Oakum Rope-Yarn, or old Clouts, about one En of a Croſs-Bar Shot, or the like, that th End which goes firſt out of the Pie may not take hold in any Flaws of i which would endanger the breaking the Gun. The ſame is us'd to lo Pieces of broken Iron, fir'd out of Or nance when they come to boarding, a in ſmall Shot for Muskets.

Armed. A Ship is ſaid to be well Arm when ſhe is well provided with all Ne ceſſaries for Fight.

Awning; is a Sail, or large Piece Canvas, or the like, ſpread over a Part of, or over all, the Ship above t Deck, to keep the Sun off, that the Me may take the Air, without being expo to the ſcorching Heat in the Day, or co Dews in the Night; and is of great U in hot Countries.

Axletree. The ſame as in a Coach Cart, as ſupporting the Cheeks of the Ca riages whereon the Piece lies.

Axletree of the Pump; is the Iron which goes through the Wheel of the Chain-Pump, and bears the Weight of it.

B.

Back-Stayes. Vide *Stayes.*

To Bale, is to lade Water out of the Ship's Hould, with Buckets, Cans, or the like, which is never done but in Extremity, when either the Pumps fail, or the Leak is greater than they can deliver. The former often happens in extraordinary Pumping, when they either draw Wind, or are ſtoak'd, or ſome Part of them gives way. Elſe *Baling* is never us'd, becauſe it delivers little, and tires the Men more.

Bales, are Hoops; the Ends whereof being ſtuck into the Sides of a Barge, in Mortices made for that purpoſe, they form an Arch over that Part where the Seats are, and over them is laid the Tilt, to keep off the Sun.

Ballaſt, is Gravel, Stones, Lead, or any other heavy Goods, laid next the Keelſon of the Ship to keep her ſtiff in the Sea. The beſt Ballaſt is the heavieſt, and that lies cloſeſt, faſteſt and drieſt; not only for the Ship's bearing Sail, but for ſtowing of Goods, the Health of the Crew, and ſaving of Cask, and other Goods. If a Ship have too much Ballaſt, ſhe will draw too much Water; if too little, ſhe will bear no Sail.

To Trench the Ballaſt; is to divide it in the Hould, to find a Leak in the Botton of her.

The Ballaſt ſhoots: That is, runs ove from one Side to the other; for which Reaſon all kind of Grain is dangerou Lading, as being apt to ſhoot; but tha they make Bulk-heads of Boards, to kee it from ſhifting from Side to Side, as th Ship heels upon a Tack.

Bar. Vide *Capſtain-Bar*.

A Bar of a Harbour; is a Rock, Sand, or Shelf, lying a-croſs the Mouth or En trance into the Harbour, which canno be ſail'd over but upon the Flood, an generally requires Pilots of the Place t bring Ships in ſafe.

Bar of the Port; is a Billet, or Piece o Wood thruſt through the Shackles t ſhut faſt the Ports.

Barge; is a large handſome Boat be longing to a Ship, much like the Barge we ſee on Rivers, to carry Captains o other Perſons of Note aboard or aſhore

Beak, or *Beak-head*; is that Part which is faſten'd to the Stern of the Ship, and ſupported with a Knee, faſten'd into the Stern, and call'd the *Main-Knee*, to which is made faſt the Coller of the *Main-Stay*. The Fore-Tacks are brought aboard in the *Beak-head*, and there is the Stand, where Men handle moſt of the Spritſail and Spritſail-Topſail Rigging. It alſo ſerves for Ornament to grace the Ship.

The Beak head ſteeves, or *ſtands ſteeving*; that

that is, the outermoſt End of it ſtands very much up towards the Boltſprit.

Beam. The Beams are thoſe great Croſs-Timbers which keep the Sides aſunder, and ſupport the Decks, or Orlops; according to whoſe Strength the Ship is more or leſs able to carry Ordnance. All great and ſtrong Ships have a Tire, or Row of Beams in Hould, on which the Deck lies. The *Main-Beam* is ever the next to the *Main-Maſt*, at which Place the Breadth of the Ship is meaſur'd; and from this, the other Beams, both forward and aftward, are call'd the Firſt, Second, Third, *&c.* beginning at this, which is alſo call'd *Midſhip-Beam.*

The Beam of the Anchor; is the Piece of Timber faſten'd to the Nuts of the Shank, and ſtanding croſs to the Flooks, to keep them from lying flat on the Ground, but that one of them may take hold.

To bear; is ſometimes ſpoken in the ordinary Senſe, as a Ship will bear much Ordnance; that is, carry much. *To bear Sail well*, denotes that a Ship is ſtiff ruided, and will not couch down on a ide with much Sail.

To bear out her Ordnance; is that her Guns lie ſo high, and ſhe will go ſo upright, that in reaſonable fighting Weather ſhe will be able to keep out her Low-Tire, and not be forc'd to ſhut in the Ports.

One Ship overbears another; that is, can carry more Sail than the other in a great Gale of Wind.

To bear with the Land, or *with a Harbour*, or *a Ship*, is to ſail towards it when the Ship bears to Windward of it.

To bear under the Lee of a Ship; is when the Ship that is to Weather comes under the other Ship's Stern, and ſo gives her the Wind, which is the greateſt Reſpect that one Ship can pay to another at Sea.

A Piece will bear more Shot, or *not ſo much*; that is, will endure a greater Charge, or is over-charg'd.

The Piece comes to bear; ſignifying that now ſhe lies right with the Mark.

Bear in; when a Ship ſails before, or with a large Wind into Harbour or Chanel, or ſails large towards the Land; then they ſay, She bears in with the Chanel, Harbour, or Land: But this Way of Speaking is not us'd if ſhe ſails cloſe by a Wind.

Bear off A Ship is ſaid to bear off from the Land, or another Ship, when ſhe would not come near it, but keeps farther off than her Courſe lies.

Bear off; is alſo the common Expreſſion for Thruſt off, as when any thing has hold of the Side of the Ship, or the like, they ſay, *Bear off*; that is, Thruſt it off; and ſo in other Caſes.

Bear up; us'd in Conding the Ship when they would have her go larger, or more before the Wind, than ſhe did.

Bear up round; is to put her right before the Wind, or to bring her by the Lee which is done by thruſting the Helm up

to Windward, as close as it will go to the Ship's Side.

Becalm'd; is when there is no Wind ſtirring to fill the Sails, ſo that the Ship has no Way, but lies in the ſame Place, or only carried by the Stream or Current. A Ship is alſo ſaid to be becalm'd by the Land, when that keeps the Wind from her; and by another Ship, when ſhe comes ſo cloſe as to hinder her from the Wind.

Beds; are a ſort of falſe Decks, rais'd on the Deck of the Ship, when this is too low from the Ports, ſo that the Carriages cannot mount the Ordnance ſufficiently, but that they will lie too near the *Port-Laſt* or *Gun-Wale*; and theſe Beds raiſe them higher, and fit to traverſe. The Bed is alſo that Plank in the Carriage of a Gun which lies under the Breech of the Piece on which the Quoins do lie.

To Belay; is to make faſt any running Rope when it is hal'd as much as is neceſſary; as the *Hallcarts*, when they hoyſe a Yard, or the Sheats, Tacks, *&c.* that it may not run out again till loos'd.

A Bend; is the outwardmoſt Timber on the Ship's Side, and is alſo call'd a *Wale*. Theſe are the chief Strength of the Ship's Side, to which the *Futt ks* and Knees of the Beams are made faſt; and they are call'd the Firſt, Second, *&c.* beginning with that next the Water.

Bent, or *to Bend*; us'd in the common Senſe; as when the Shank of the Anchor

is

is bow'd with overmuch ſtraining, they ſay, *It is bent*: But the Uſe is different when they ſay, *Is the Cable bent*? which ſignifies, Is the Cable ſeas'd and made faſt to the Ring of the Anchor. *Unbend the Cable*; that is, unbind it; and is done when they expect to be long at Sea, before they come to a Harbour.

To bend Two Cables or *Ropes together*; is to tie them together with a Knot, and then make their own Ends faſt upon themſelves; which is not ſo ſure as ſplicing them together, but ſooner done, and moſt us'd, when it is deſign'd to take them aſunder again.

A Berth; is a convenient Diſtance, and Room to moor a Ship in. And when they would go clear of a Point or a Rock they ſay, *Take a good Berth*; that is, go a good Diſtance off to Sea from it.

Berthing. The riſing or bringing up of the Ship's Sides is call'd a Berthing. So they ſay, A *Clincher* has her Sides Berth'd up, before any Beam be put into her.

A Bight; is any Part of a Rope, as it is taken compaſſing; as when they can not or will not take the End in Hand becauſe of a Cable or other ſmall Rope being quoil'd up, they ſay, *Give me the Bight*, or, *Hold by the Bight*; that is, by one of the *Tacks*, which lie roul'd up one over the other.

Bilboes; are Irons, or a kind of Stocks us'd aboard Ships for the Puniſhment of Offenders, and are more or leſs pond-

rous

ous, according to the Quality of the Offence.

Bildge, or *Buldge*; is the Breadth of the floor, whereon the Ship reſts, when ſhe a-ground.

Bildg'd, or *Buldg'd*. A Ship is ſaid to be *Bildg'd* or *Buldg'd* when ſhe ſtrikes on a Rock, or an Anchor, or the like, and breaks off her Timber or Planks there, and ſo ſprings a-Leak.

Bildge-Water; is the Water which, by reaſon of the Ship's Breadth and Depth, cannot come to the Well, but lies in the Bildge.

Bittacle; is a cloſe Cupboard, plac'd in the Steeridge, before the Whip or Tiller, in which the Compaſs ſtands, and is not faſten'd together with Iron Nails, but with Wooden Pins, becauſe Iron would draw the Needle, which would cauſe it never to ſtand true. It is ſo contriv'd as to carry Candles in it, to give Light to the Compaſs, and yet not to diſperſe any about the Ship.

A Bitter; is only a Turn of the Cable about the Bitts, which is us'd in coming to an *Anchor* in any great Tide, Current, or Wind, eſpecially in deep Water, when the Cable is run out a convenient way, then they give the Cable a Turn about the Bitts, that they may veer it out at eaſe by little and little: Elſe, if a Stopper ſhould chance to fail, the Cable would run all out, or, as the Phraſe is, *and for End*. This Turn of the Cable is call'd a *Bitter*; and when the Ship is thus ſtopp'd, they ſay, *The Ship is brought up to the Bitter*.

A Bit-

A Bitter End; is that End of the Ca which is uſually within Board, ſtill at Bitts. When the Ship rides at an A chor, ſo that when they would have t End bent to the Anchor, they ſay, *to the Bitter-End.*

The Bitts; are the Two main ſqu Pieces of Timber which ſtand Pill wiſe, commonly plac'd abaft the M ger in the Loof of the Ship, for other Uſe but to belay the Cable to, wh the Ship rides at Anchor. The low Part of them is faſten'd in *Hould* to *Riders*; but the middle Part is bolted great Ships to Two Beams, which cr the Bows of the Ship; and therefore great Storms the Cable is ſometimes ma faſt to the Main-maſt to relieve the Bi and ſave the Bows.

Blocks; are flattiſh oval Pieces of Woo with Sheevers in them, for all the ru ning Ropes to run in; and there are ſev ral Sorts of them, as, ſingle Blocks, do ble Blocks, and ſome with Three, Fo and Five Sheevers in them, taking the Names from the Ropes they ſerve to, the Sheat-Block, the Tack-Block, t Fiſh-Block, *&c.*

Blow. This is a Word common to Men; but it is us'd ſome ways at Sea th are not generally underſtood; as, *Wind blows home*, or *blows through*; that when it does not ceaſe, or grow leſs till comes paſt that Place. *Blow through* alſo us'd, when they think the Wind wi

ſo boiſterous, that it will blow the ils aſunder.

Bluff, or *Bluff-headed*. When a Ship has mall Rake forward on, and ſo that ſhe built with her Stem too ſtreight up, is call'd *Bluff-headed*.

Board. Vide *Board*.

Boat. The only Boat in a Ship call'd this Name is the Long Boat, which uſt be able to carry out and weigh the eat-Anchor; and it will live in any a, unleſs it breaks very much. This at is reckon'd the very Model of a ip, being anſwerable to it in all its rts. The other Boats belonging to a ip are, a Barge, a Pinnace, and a Skiff Shallop; which ſee in their Places.

A Bold Boat; is one that will endure a ugh Sea well.

Man the Boat; is, ſend Men in to row d ſteer it.

Fend the Boat; ſave her from beating inſt the Ship's Side.

Wind the Boat; bring her Head the other y.

Boat the Anchor; put the Anchor into e Boat.

The Boat-Rope; is the Rope by which e Boat is tow'd at the Ship's Stern.

Boatſwain: An Officer in a Ship who es Charge of all the Ropes belonging the Rigging of the Ship in general; all r Cables and Anchors; all her Sails; her Flags, Colours and Pendants; and be anſwerable for them. He is alſo to take

take Care of the Long-Boat, and its Fur
niture; and either he or his Mate goes i
and ſteers her upon all Occaſions. It is alſ
his Duty to call up all the Men to thei
Watches, Spels and Work, and to ſe
they perform them, and to keep th
Peace among them: And laſtly, he is t
ſee all Puniſhments inflicted on Offender

Bolt, or *Bolts*: Iron Pins us'd in th
building and rigging of a Ship; where
there are ſeveral Kinds, as *Ring-Bolts*, e
great uſe for the bringing to of the Plank
and Wales to the Ship, and for faſtenin
the Tackles and Breechings of the Ord
nance. *Drive-Bolts*; which are long one
to drive out other Bolts or Trenels, us'
in Building, for fixing the Planks and o
ther Works together. *Clench-Bolts*, whic
are clench'd with a Riveting Hammer t
prevent their drawing. *Forelock-Bolts*
which are made with an Eye at the End
through which a Forelock of Iron is dri
ven, to keep it from ſtarting back. *Fo
der-Bolts*, made with a long Head, an
beat into the outwardmoſt Bend of th
Ship, to ſave her Sides, if another Shi
ſhould lie aboard her. Bolts alſo tak
their Names from the Places where the
are uſed, as Chain-Bolts, Bolts for Car
riages, *&c.* The Uſe of them is ſo great
that a Ship cannot be built ſtrong with
out them, becauſe they bind all Parts to
gether.

Bolt-Rope: The Rope into which the Sa
is ſew'd, or made faſt. It is a Three
ſtran

rand Rope, not twiſted ſo hard as others, ut looſe and ſoft, that it may ply the etter to the Sail, and that the Sail may e more eaſily ſew'd into it.

Bolt-ſprit; is a Maſt running out at the ead of the Ship, not ſtanding upright other Maſts do, but lying along aſlope. he But-End of it is generally ſet againſt e Foot of the Fore-Maſt, ſo that they e a Stay to one another. The Length ithout Board is as much as may ſuffice r its Sail to hang clear of all Incumrance. To this are faſten'd all the Stayes t belong to the Fore-Maſt, Fore-Topaſt, and Fore-Topgallant-Maſt, with eir Boulings, Tacks, *&c.* beſides the igging that belongs to its own particular ils, which are only two, *viz.* the Spritil, and Spritſail-Topſail. If the Boltit fail in bad Weather, the Fore-Maſt nnot hold long after; the Proportion of em both is the ſame for Length and Bigſs.

Bonaventure-Miſſen; is the Sternmoſt of e Two, when a Ship happens to have wo Miſſens, as ſome great Ships have d, but is now little us'd.

Bonnet; is an additional Piece of Canas to a Sail, to gather more Wind, and mmonly us'd only to the Miſſen, Main, reſail, and Spritſail. Topſail Bonts are very rare, though uſeful enough an eaſie Gale. The Depth of it is comnly One third of the Courſe it belongs ; but there is nothing certain in theſe

Caſes;

Caſes; for ſome make the *Main-Sail* exce
five deep; others much ſhowler. No
That in ſpeaking of the Sail with t
Bonnet, it is always call'd a Courſe, a
not a Sail, as Main-Courſe and Bonn
not Main-Sail; and ſo of the reſt.

Lace on the Bonnet, or *bring to the Bonn*
is, put it to the Sail.

Shake off the Bonnet; is, take it off.

Boom; is a long Pole generally us'd
ſpread out the Clew of the Studding-ſa
yet ſometimes the Clew of the Main-
and Fore-ſail is boom'd out. Booms
alſo Poles with Buſhes or Baskets on the
to ſhew Men how to ſee in the Cha
when a Country is overflown.

Booming; is ſtretching out the Clew of
Sail with the Boom, and is never us'd
upon Quarter-Winds, and before a Wi

A Ship comes Booming; is, ſhe comes w
all the Sail ſhe can make.

Boord, or *Board*; is not only mean
Boards ſo call'd aſhore, but *a-Boord*
a-Board, in the Sea Phraſe, ſignifies wit
the Ship. To go a-Boord, is to go
the Ship. *Bring the Tack cloſe a-Boord*
pull down the Tack cloſe to the Chec
or the Gun-Wale.

Boord and *Board*; is when Two S
lie Side by Side.

To make a-Boord, or, *To Boord it up*
Place; is to turn to Windward, ſtand
ſometimes one Way, and ſometimes
other, to gain to Windward.

A good Boord; is when there is m
gain'd to Windward.

To leave a Land on Back-Board; is to leave it a-ſtern or behind the Back-Board, being that we lean our Backs againſt in Boats.

To board a Ship; is in Fight to come and lie ſo cloſe as to touch the Enemy's Ship, that the Men may go out of the one into the other. The beſt Place for Boording is the Bow, or athwart the Haws, and worſt in the Quarter.

Boungrace; is a Frame or Compoſition of old Ropes, or Juncks of Cables, us'd to be laid out at the Bows, Stems and Sides of Ships, to preſerve them from great Fleaks of Ice, when they ſail far Northward or Southward.

Bouy. Vide *Buoy*.

The Bow; is the Part of the Ship that is broadeſt before, and begins at the Loof, and comes compaſſing about towards the Stem. The due Proportion of this Part is of great Conſequence for the Ship's ſailing; becauſe it breaks off the Sea, and is the Part which bears the Ship forward, being in a manner all the bearing of the Ship. Now if the Bow be too broad, the Ship cannot make good Way through the Sea, becauſe of the much dead Water before her; and if it be too lean or thin, ſhe will pitch and beat extreamly, for want of Breadth to bear her up; ſo that there muſt be an exact Mean allow'd between them both.

A Bold Bow; is a broad round Bow.

A Lean Bow; is a narrow thin Bow.

The

The Bow-Piece; is that which lies in th
Bow.

Bowling; is a Rope that is faſten'd t
the Leech, or middle Part of the outſid
of the Sail, and the uſe of it is to mak
a Sail ſtand ſharper or cloſer by a Win
It is faſten'd to the Sail in two, thre
four, or more Places, which is call'd th
Bowling-Bridle, only the Miſſen-Bowlin
is faſten'd to the lower End of the Yar
All Sails have this Rope, except the Spri
ſail and Spritſail-Topſail, which have n
Place to hale a Bowling forward by; an
therefore cannot be us'd cloſe by a Win

*Sharp the Main-Bowling, ſet taught t
Bowling, hale up the Bowling*; are all Term
to pull it up hard, or more forward on.

Eaſt the Bowling, Check, or *Comie up t
Bowling*; is let it more ſlack.

Bowling-Bridle. Vide *Bowling*.

Bower; is an Anchor generally carri
at the Ship's Bow, whence it has th
Name, the greateſt Anchor being for th
moſt part in the Hould.

Bows, or *Bowſe*. This Word is us'd
make Men pull together, but moſt by th
Gunners, when they hale upon the
Tackles, to thruſt a Piece out of the Por

To brace a Yard; is to bring it to an
one Side, and traverſe it; that is, to
it any way over-thwart.

Braces; are Ropes belonging to
Yards, except the Miſſen. They have
Pendant, which is ſeaz'd to the Yar
Arms; for there are Two Braces to ea
Yar

Yard; and at the End of the Pendant a Block is ſeaz'd, through which the Rope is reev'd, which they call the Brace; the Uſe whereof is to ſquare and traverſe the Yards.

Brackets; are little Pieces, in the Nature of Knees, which belong to the ſupporting of Galleries or Ship-heads.

Brayls; are ſmall Ropes reev'd through Blocks, which are ſeaz'd on either Side the Ties, ſome ſmall Diſtance off upon the Yards, and ſo come down before the Sails, and are faſten'd to the Creengleys of the Skirt of the Sail. The Uſe of them is to hale up the Bunt of the Sail when they farthel their Sails a-croſs. Theſe Brayls belong only to the Two Courſes, and to the Miſſen.

Bread-Room; is a Part of the Hould, ſeparated by a Bulk-head from the reſt, where the Bread and Biſket for the Men is kept.

Breech, and *Breeching*. The Breech is the afternmoſt Part of the Gun, from the Touch-hole; and the Ropes, which are bigger than the Tackles that make faſt the Ordnance to the Ship's Side, being brought about the Breech of the Piece, are call'd *Breechings*, which are chiefly uſ'd in foul Weather.

Breſt-faſt; is a Rope faſten'd to ſome Part of the Ship forward on, and ſo holds faſt the Ship's-Head to a Wharf or other Place.

Breſt-

Breſt-Ropes; are thoſe which make f
the Parcel to the Yard.

Breſt-Hooks; are the compaſſing Ti
bers before, which help to fortify
ſtrengthen the Ship's Stem, and all
fore Part.

A Breſt-Rope; is that which laſhes
Parrel to the Maſt.

Bridle. Vide *Bowling*.

Brieze; is a Wind that blows out of
Sea, and daily keeps its Courſe in all
ſonable Weather, beginning at a cert
Hour in the Morning, and laſting till
wards Night.

Bring home the Anchor; is to weigh it

Brooming; is when a Ship is brought
ground, or on the Careen to be trimm
that is, to be made clean; then t
burn off the old Weeds or Stuff, wh
has gather'd Filth; and this is uſua
done either with Reed, Broom, old Ro
or the like.

Budge-Barrel; is a little Barrel, cont
ing an Hundred Weight of Powder,
has a Leather Purſe made faſt at the E
which is to ſhut over the Powder,
keep it from Fire.

Bucket: The ſame as is us'd on L
to draw up Water.

Bucket-Rope: The Rope to which
Bucket is made faſt to draw up Wat

Bulk; is the whole Content of a S
in Hould, or the Quantity of Goods
will ſtow for a Voyage.

To break Bulk; is to open the Hould, and diſpoſe of any of the Goods there.

Bulk-Head; is any Diviſion made a-croſs the Ship with Boards, to divide one Room from another, as the Bulk-head of the Gabbin, the Bulk-head of the Half-Deck, the Bulk-head of the Bread-Room, the Gun-Room, *&c.*

Bunt; is as it were the Bag of a Sail, which is allow'd in all Sails, that they may receive much Wind. If a Sail have too much Bunt, it will hang too much to Leeward, and hinder the Ship's ſailing, eſpecially by the Wind; and if it have too little, then it will not hold Wind enough, and conſequently not give the Ship ſufficient Way. This Difference is moſt in the Top-ſails; for Courſes are cut more, or with ſmall Compaſs.

Bunt-Lines; are ſmall Lines, made faſt to the bottom of the Sails, in the middle between of the Bolt-Rope, to a Creengle, and are ſo reev'd through a ſmall Block, ſeiz'd to the Yard; the Uſe whereof is to riſe up the Bunt of the Sail, for the better fartheling and making of it up.

Buoy; is a Piece of Wood, Barrel, or the like, which floats right over the Anchor, and is made faſt by the Buoy-Rope to the Flook: The Uſe whereof is not only to ſhew where the Anchor is, but alſo to weigh the Anchor with the Boat; which is ſooner done than with the Ship. There are other *Buoys*, which are left at Anchor in the Sea, to ſhew where there

are

are Sands or Rocks; and theſe are mo
uſeful where Sands remove, or whe
there are no good Land-Marks.

Buoyant; is any thing that floats.

To buoy up a Cable; is to make faſt
a Piece of floating Wood, Barrel, or t
like, to the Cable, ſomewhat near
Anchor, that the Cable may not tou
the Ground: Us'd in foul Ground, wh
they fear the cutting of the Cable.

Stern the Buoy; that is, before they
the Anchor fall, whilſt the Ship has W
they put the Buoy into the Water,
that the Buoy-Rope may be ſtretch'd
ſtrait, that ſo the Anchor may fall cl
from entangling it ſelf with the Bu
Rope.

Burrel-Shot. Vide *Caſe-Shot*.

Burthen; is the Quantity of Goods
Ship can ſtow; whence they ſay, ſhe
ſo many Tuns Burthen.

Butt; generally taken for a Cask, a
Butt of Wine, *&c.* In the Sea-Langua
a Butt is properly the End of a Pla
joining to another on the outſide o
Ship, under Water.

Butt-Heads, are the ſame, being the E
of the Planks.

To ſpring a Butt; is when a Plank is lo
at one End.

The Buttock; is the Breadth of the S
right a-Stern, from the Tuck upward

C.

C.

Cable; is a Three-ſtrand Rope, of a ſuitable Strength and Bigneſs for Ship to ride by at an Anchor; which herwiſe is counted but a Hawſer; for great Ship's Hawſer will make a ſmaller hip's Cable. *Cables* have their ſeveral ppellations, as the Anchors have, being ll'd the Firſt, Second, Third, beginning ith the laſt, till you come to the Sheet-nchor-Cable.

To lay a Cable; is to make a Cable.

Sarve, or *plat the Cable*; is to bind me old Ropes or Clouts about it, to ve it from gauling the Hawſe.

To ſplice a Cable; is to interweave and ſten two Ends of it together.

To quoile the Cable; is to lay it up in owls one upon another.

Cable Tire; is the Cable ſo laid up in owls.

To pay more Cable; is to heave out more Sea from the Ship.

To pay Cheap; is to throw it over.

To veer more Cable; is to let it run out.

Shot of Cable. Vide *Shot.*

Caburn; is a ſmall Line, made of ſpun rn, to bind the Cables, or to make a id of Two Cables, or to ſeaze the inding-Tacks, or the like.

Calm; is when there is no Wind at ; to which Word are added theſe Epi-ets, flat, dead, or ſtark Calm. *Becalming* to be ſeen in its Place.

Cambering, or *to Camber*. A Deck is ſaid to lie *Cambering*, when it is higher in the Middle than at either End: And the Word is commonly apply'd to the Ship's Keel and Beams, and other rounding Pieces of the Ship's Frame.

Camber-Keel'd; is when the Keel is bent in the Middle upwards, which may be occaſion'd by her lying aſhore, when her Ends do not touch, and by other Accidents.

Cantique-Quoins. Vide *Quoins*.

The Cap; is the ſquare Piece of Timber put over the Head of any Maſt, with a round Hole in it, to receive the Top-maſt into it, or Flag-ſtaff, by which the Top-maſt is kept ſteddy. Every Maſt has a Cap if it carries another, or but a Flag-ſtaff at the Top.

Cap-Squares; are the broad Pieces of Iron which belong to either Side of the Carriage of a Gun, to look over the Trunnions of the Piece, over which they are made faſt in an Iron Pin with a Fore-lock. The Uſe of them is to keep the Gun from flying out of the Carriage, when fired the Mouth of it lying very low, or under Metal.

Capſtain. There are Two of them, the Main-Capſtain, and the Jeer-Capſtain. The Main-Capſtain is that Piece of Timber which is plac'd upright next behind the Main-maſt, the Foot of it ſtanding in a Step on the lower Deck, and the Head betwixt the Two upper Decks. The

Pa

Parts of this Capſtain are the Foot, which is the longeſt Part; the *Spindle*, being its ſmalleſt Part; the *Whelps*, which are like Brackets ſet upon the Body of the *Capſtain*, cloſe under the Bars; the *Barrel*, which is the main Subſtance, or Poſt of the whole Piece; the Holes for the Bars to be put into; the *Bars*, which are ſmall Pieces of Timber, whereby the Men heave, that is, turn it round; and the *Pawl*, being a Piece of Iron bolted to one End of the Beams of the Deck, cloſe to the Body of the Capſtain, yet ſo that it has Liberty to turn about every way; and againſt it the Whelps of the Capſtain do ſo bear, that it may be ſtopp'd from turning or reverſing upon Occaſion; which Stoppage is call'd, Pawling of the Capſtain. The Uſe of the Capſtain is to weigh the Anchors, to hoiſe or ſtrike down the Top maſts, to heave into the Ship any thing of great Weight, or to ſtrain a Rope that requires much Force. The *Jeer-Capſtain* is plac'd in the ſame manner between the Fore and Main-maſts; the Uſe whereof is to heave upon the Jeer-Rope, or to hold off when the Anchor is weighing. At the Foot of it are alſo Whelps, but leſs than thoſe of the Firſt, which ſerve to heave upon the *Viol*, for the Help of the Main-Capſtain, in weighing a great Anchor. The Terms us'd at it are, *Come up Capſtain*; that is, thoſe at the Capſtain muſt go backward, and ſlacken the Rope or Cable which

they heave at. *Launch at the Capſtain*; is heave no more. *Pawl the Capſtain*; that is, ſtay, or ſtop it with the Pawl, which bears againſt the Whelps, to keep it from running round, back, or reverſing.

Capſtain-Bars; are ſmall Pieces of Timber put through the Barrel of the Capſtain through ſquare Holes, of equal Length on both Sides, by which the Men heave and turn about the Capſtain.

Capſtain Puniſhment; is when a Capſtain Bar being thruſt through the Hole of the Barrel, the Offender's Arms are extended at the full Length Croſs-wiſe, and ſo tyed to the Bar, having ſometimes a Basket of Bullets, or other heavy Thing, hanging at his Neck, which he is to endure according to the Nature of the Offence.

Captain; is the Commander in Chief aboard any Ship of War; for thoſe in Merchants are improperly call'd ſo, having no Commiſſions, and being only Maſters. The Captains ought always to be Men of conſummate Experience, and try'd Valour.

Careen, or *Careening*; is the beſt Way of trimming a Ship under Water, both in regard that the Carpenters may ſtand upon Scaffolds commodiouſly to caulk the Seams, or do what elſe is requiſite, and for ſaving of the Ground Timber. This Careening is to be done in Harbour where the ſlower the Tide runs, the better; and it is moſt us'd where there are no Docks to trim Ships in, nor conve-

nien

ſent Place to grave them on; or that it oes not ebb ſo much as for a Ship to ew dry. The Manner of Careening is his; They take out all, or leave but ve- y little of the Proviſion, Ballaſt, Ord- ance, or the like, in the Ship; and there uſt be a lower Ship by her, with which e muſt be laden down to a Side, and ghted again with Tackles; but they ra- er effect it with the Weight of Ballaſt ove or below, and ſo never ſtrain the aſts much.

Carlings; are thoſe Timbers which lie long the Ship, from one Beam to ano- er, and ſerve not only to ſtrengthen e Ship, but on them the Ledges reſt, which the Planks of the Deck are aſten'd.

Carling-Knees; are thoſe Timbers which n ome a-thwart Ships from the Ship's Side the *Hatch-way*, which is betwixt the wo Maſts. They bear the Deck on em on both Sides the Maſt, and on the nds of the Coomings lie the Hatches.

Carnel-Work: The firſt building of Ships ith their Timbers and Beams, and after inging on their Planks, to diſtinguiſh from *Clinch-Work*.

Carpenter; is either a Ship-Carpenter to uild a Ship, or one aboard a Ship to keep er in Repair.

A Carriage; is that whereon a Gun is ounted; the Parts whereof are, the wo *Cheeks*, the *Axletrees*, the *Bolts*, the *ep-ſquares*, the *Hooks*, the *Forelocks*, the

Trucks, and the *Linſe Pins*. See each o them in its proper Place.

Cartridge; is a Bag of Canvas, or a Ro of Paper or Parchment, made upon Former; the Diameter whereof muſt b ſomewhat ſmaller than the Cylinder the Piece, and of ſuch Length as wi contain as much Powder as is the Char of the Piece; being abſolutely neceſſar for ſpeedy lading, and to avoid the Da ger of firing looſe Powder. The be Cartridges are thoſe of Parchment, b cauſe they leave no Fire in the Piece whe diſcharg'd.

Cartridge-Caſes; are made of Tin, carry the Cartridges in for fear of firin

Carvels; are Veſſels which uſe Mizze Sails inſtead of Main-Sails: They wi lie nearer the Wind than Croſs-Sail but are not ſo commodious for handlin and not us'd at all in *England*.

Caſe; is commonly made round Wood, and hollow, fit for the Bore of Piece, to charge it with murdering, th is, ſmall Shot. Bags are alſo us'd f this Purpoſe, but are not ſo convenien becauſe they are apt to catch hold in t Flaws of the Piece.

Caſe-Shot; is any old Iron, Stones, Mu ket-Bullets, or the like, which they p into Caſes to ſhoot out of great Gun and makes great Havock among Men wh Ships come near, or lie Board and Boar

Caſing a Ship; is ſometimes us'd f *Sheathing* of her.

Caskets; are ſmall Strings made of Sinnet-Flat: They are made faſt to the upper Part of the Yards, in little Rings, called Grommets. Their Uſe is to make faſt the Sail to the Yard, when they farthel it up. The biggeſt and longeſt are plac'd juſt in the Middle of the Yard, betwixt the Ties, to make up the Bunt of the Sail, and are call'd *Breſt-Caskets*.

Catharpins; are ſmall Ropes, running in little Blocks from one Side of the Shrowds to the other, near the Deck, to keep the Shrowds taught for the better Eaſe and Safety of the Maſt in the rowling of the Ship, and only us'd to the Main and Fore Shrowds.

Cat; is a Piece of Timber faſten'd aloft, right over the Hawſe, and at one End of it has Two Sheevers, wherein is a Rope, with a Block, to which is faſten'd a great Iron Hook: The Uſe is to riſe up the Anchor from the Hawſe to the Top of the Forecaſtle, where it is faſten'd with a Stopper.

Cat the Anchor; is to hitch the Hook in the Ring of the Anchor.

Cat-Holes; are Two little Holes a-Stern, above the Gun-Room Ports, to bring in a Cable or Hawſer through them to the Capſtain, when there is Occaſion to heave the Ship a-Stern by a Stern Faſt; the Stern-Ports being not ſo proper for this Purpoſe, becauſe they do not lie ſo even with the Capſtain.

Caulk, or *Caulking*; is driving of Oakham, or the like, into the Seams, Rends and Treenels throughout the Ship; without which she cannot be tight to keep out Water.

Chafe, or *Chafing*; is when a Rope gawles or frets against any thing that is too hard for it, or that is not smooth and even.

Chains, in a Ship, signify those Chains to which the Shrows are made fast on the Ship's Sides; and those belonging to the Top-mast Shrowds. In Fight, the Yards are slung in Chains, lest the Tyes should be cut, and the Yards fall; which Chains are call'd Slings.

Chain-Walls; is a broad Timber set on the outside of the Ship, on purpose to spread out the Shrowds wider, that they may the better ease the Mast.

A Chamber; is a Charge of Brass or Iron, us'd to be put in at the Breech of any Murderer, containing as much Powder as is requisite to deliver out the Case-Shot contain'd in the Piece. The Chamber of a Gun, is that Part of it that contains the Charge.

Channel; is the deepest Part of any River, or Harbour's-Mouth, and where the greatest Current of Water is. Narrow Seas are sometimes call'd Channels, as the *English* Channel between *France* and *England*, and St. *George*'s Channel between *England* and *Ireland*.

Charge; is as much Powder and Shot as belongs to any Piece. At Sea they ſay, Charge a Muſket; but load or lade a great Gun. A Ship of great Charge is generally one that draws much Water. Every Man's Office aboard a Ship is alſo call'd his Charge.

Chaſe; when any Ship makes all the Sail ſhe can to fetch up another, it is call'd Chaſing; and the Ship ſo purſu'd is call'd the *Chaſe*. *A-Stern Chaſe*, is when one Ship follows another right a-Stern.

Chaſe-Pieces; are thoſe which lie as well right aft, as right forward; the latter ſerving upon chaſing another, and the former when chas'd.

The Ship has a good Chaſe; is meant of her Chaſe forwards; that is, when ſhe is built to carry ſeveral Guns to point juſt forward. In the other Caſe they ſay, *A Stern Chaſe*.

Cheeks; are two Pieces of Timber, fitted on each Side of the Maſt, from beneath the Hounds to the uppermoſt End of the Maſt. They are made of Oak, to ſtrengthen the Maſt thereabouts, both for bearing of the Top-maſt, and hoiſing of the Yards. The Knees that faſten the Beak-Head to the Bow of the Ship, are alſo call'd *Cheeks*; ſo are the Sides of any Blocks; as alſo the Sides of the Carriages, where the Trunions of the Pieces lie.

Cheſſtrees; are two ſmall Pieces of Timber, with a Hole in them, the one on the one Side of the Ship, and the other on

the other Side; through which Holes the Main-Tack runs. They are plac'd a little abaft the Loof the Ship.

Choak: When a running Rope ſticks in the Block, either by ſlipping betwixt the Cheeks and the Sheever, or any other Accident, ſo that it cannot run, they ſay, The Block is choak'd.

Clamps; are the thick Timbers lying fore and aft, cloſe under the Beams of the firſt *Orlop*. Vide *Riſings*.

A Clewt; is a ſmall Wedge of Wood, faſten'd on the Yards, to keep any Ropes from ſlipping by where it is faſten'd; and for other Uſes, as to keep the Eating of the Sail from ſlipping off the Yard. There are alſo Cleats made faſt in ſeveral Places, being ſmall Bits of Wood to belay the Ropes to.

Clench-Bolts. Vide *Bolts*.

The Clew; is the lower Corner of the Sail, which reaches down to the Part where the Tacks and Sheets are made faſt to the Sail, and is that Part which comes roaring down out from the Square of the Sail towards the lower Corner.

Clew-Garnet; is a Rope made faſt to the Clew of the Sail, and running thence in a Block, which is ſear'd to the Middle of the Yard. The Uſe of it, in ſartheling up the Main-Sail, or Fore-Sail.

Clew-Line; is the ſame to Top, Top-Gallant and Spritſails, that the Clew-Garnet is to the Main-Sail, and has the very ſame Uſe.

Clin-

Clincher; is a ſmall Ship, Bark or Boat, whoſe Planks and Boards are larded over one another, and clench'd and nail'd through one another with Nails and Rooves; whoſe Outſides are berth'd or wrought up without Timber, fram'd as we do in other Ships; which Work is call'd *Carvel-Work*.

To Clinch; is to batter or rivet a Bolt's-End upon a Ring, or to turn back the Point of a Nail, that it may hold faſt.

The Clinch of the Cable; is that of it which is ſeaz'd about the Ring of the Anchor.

Clinching; is a ſort of ſlight caulking, us'd at Sea when the Water beats in at the Ports; then the Carpenter is commanded to *Clinch the Ports*, which is to drive a little Ockham into the Seams of them.

Cloath. A Sail is ſaid to cloath the Maſt, when it is ſo long, that it touches the Gratings or Hatches; ſo that no Wind can get betwixt them and it.

Cloſe upon a Tack, or *Cloſe by a Wind*; is when the Wind is almoſt a-head, and the Sails-Clews are carry'd forwards, that they may take the Wind to make the beſt of their Way.

Cloth. They ſay, a Ship ſpreads much Cloth when ſhe has broad Sails.

Cloy'd: When any thing is got into the Touch-hole or Breech of the Piece, ſo that

that the Priming-Powder cannot come to give Fire to the reſt; they ſay, The Piece is cloy'd.

Coamings, or *Coaming of the Hatches*, or *Gratings*; is that Piece of Timber, or Plank which bears them up higher than the Decks; the Uſe of them being to keep the Water from running down the Hatches.

Coats; are the Pieces of Tarr'd Canvas which are put above the Maſts at the Partners, and the Lumps at the Deck, that no Water may run down by them. The ſame is us'd at the Rudder-Head.

Cock-bell: When the Cable hangs right up and down by the Ship's Side, it is ſaid to be a Cock-bell.

Cock-Boat; is the ſmalleſt ſort of Boat, and of very little Service at Sea.

Cocks; are little ſquare Rings of Braſs, put into the middle of the greateſt Wooden Sheaves, to keep them from ſplitting by the Pin of the Block whereon they turn.

Cockſwain; is an Officer who is to have Care of the Barge, or Shallop, and all Things thereto belonging, and to command the Men that man the Boat upon all Occaſions; and is therefore allow'd to carry a Whiſtle.

Collar; is the Rope that is made faſt about the Beak-Head, to which the Dead-Man's-Eye is ſeaz'd, to which the Main-Stay is faſten'd. There is alſo a Rope about the Main-Maſt-Head which is called

d a Collar, or a Garland, plac'd there to ve the Shrowds from gawling.

The Comb; is a ſmall Piece of Timber t under the lower Part of the Beak-ead, near the midſt, with two Holes in , and has the ſame Uſe to the Fore-acks that the *Cheſſirees* have to the ain-Tacks; which is, to bring the Tack oard.

Come up Capſtain. Vide *Capſtain.*

Compaſs; is that movable Inſtrument ith a Fly, whereon are deſcrib'd the Points or Winds they ſteer by at Sea. is in a round Box, cloſe cover'd with Glaſs, the Fly hanging on a Point, and uch'd to the Loadſtone, which makes always point to the North.

To Cond, or *Con*; is to direct the Man at e Helm how to ſteer; which is done by e ſtanding on the Deck.

In Conſort; is, Ships ſailing together in ompany.

Cook: His Office at Sea is the ſame as hore.

Cook-Room; is the Place where the Meat dreſs'd.

Cordage; is all kind of Ropes belonging the Rigging of a Ship.

Corn-Powder. Vide *Powder.*

Corporal: His Office at Sea is to look all the ſmall Arms, and keep them 'd and clean, their Bandaleers fill'd with Powder, and to exerciſe ſuch as are pointed to uſe Muskets in Fight.

Counter; is the hollow Arching Part the Ship's Stern, betwixt the Tranſ and the lower Part of the Gallery, whi is call'd the *Lower Counter*: The *Up Counter* is from the Gallery to the lo Part of the Upright of the Stern.

Courſe; is that Point of the Comp the Ship is to ſail upon.

A Courſe; is alſo a Sail, as, the *Ma Courſe* and *Fore-Courſe*, which are, the Fo Sail and Mizzen-Sail without Bonnets.

Courteaux; very ſhort great Guns, ſca us'd at this Time.

Crab; is an Engine of Wood, w three Claws plac'd on the Ground, in t Nature of a Capſtain, moſt common us'd where they build Ships for launchi out, or heaving in a Ship into the Do

Cradle; is a Frame of Timber brou along the outſide of a Ship by a Bild wherein they launch Ships for the gre Safety.

Craft; is any kind of Nets, Lines, Hooks to catch Fiſh. Small Veſſels, Hoys, Ketches, and the like, are call'd *Small-Craft*.

Crank. A Ship is ſaid to be Cra ſided when ſhe will bear but ſmall S and lie down very much with little Wi They alſo ſay, ſhe is Crank by the Grou when ſhe cannot be brought agrou but with Danger of overthrowing.

Creengles; are little Ropes ſplic'd i the *Bolt-Ropes* of all Sails belonging to t Main and Fore-maſt, to which the *Bo li*

ing-Bridles are made fast; and they are also to hold by when they shake off a Bonnet.

Cross-Bar; is round Shot, with a Bar of Iron, as it were, put through the Middle, and sticking out at both Ends 6 or 8 Inches, more or less; us'd in Fight for cutting or spoiling of Ropes, Sails, Yards, and Masts, and to do Execution among Men.

Cross-Jack; is a Yard at the upper End of the Mizzen-Mast, under the Top, where it is slung, having no Halliards or Ties belonging to it: The Use of it is to spread and haile on the Mizzen-Top-sail Sheets.

Cross Piece; is the great Piece of Timber which goes a-cross the *Bit-Pipes*, and is that whereon they belay the Cable.

Cross-Trees; are those cross Pieces of Timber which are set on the Head of the Mast, bolted and set into one another very strong. All these Four Pieces are generally call'd Cross-Trees; but in Strictness, the Name belongs only to those two which go athwart Ships; and the other Two which go alongst Ships are call'd *Treissel-Trees*. The Use of them is to keep the Top-Mast up, the Foot of the Top-Mast being fasten'd in them, so that they bear all the Stress. They also bear the Tops on them.

Crows-Feet; are those small Lines or Ropes which stand in 6, 8, 10, or more Parts; so divided and put through the Holes

Holes of a Dead-Man's-Eye, that they are of no Uſe, but only ſet up by the Boatſwains to make the Ship ſhew full of ſmall Rigging, and all plac'd to the Bottom of the Back-Stays of the Fore-Top Maſt, Spritſail Top-Maſt, Mizzen Top Maſt, and the Top-Gallant-Maſts.

Cubbridge-Head; is the ſame as a Bulk Head; only that this Word is us'd to the Bulk-Head of the Fore-Caſtle and the Half-Deck, which are call'd, the *Cubbridge-Head afore*, and the *Cubbridge-Head abaft*.

Culver-Tail; is the Way of letting one Timber into another, ſo that they can no Way ſlip out.

Cut. When a Sail is well faſhion'd they ſay, it is well Cut.

Cut the Sail; is for the Men, when they are upon the Yard, to let it fall down.

Cut the Cable; is when a Ship rides in a Storm, and muſt ſet Sail, but cannot ſtay to weigh the Anchor.

Cut the Maſt by the Board; is done in great Storms.

Cut-Water; is the Sharpneſs of the Ship before, which cuts the Water, and divides it before it comes to the Bow.

The Cylinder of a Gun; is the Bore or hollow Part of it, which receives the Charge.

D.

Davit; is a Piece of Timber with a Notch at one End, to which they ang a Block by a Strap, call'd the Fish-lock, by which they hale up the Flook f the Anchor to the Ship's Bow or oof. It is not made faſt to the Ship, t ſhifted to either Side, as there is Oc-ſion; laid by till us'd, and then put t betwixt the Cat and the Loof. The ong Boat has a *Davit*, which is ſet over e Head of the Boat, with a Sheever, in- which they bring the *Buoy-Rope* to eigh the Anchor, and it ſtands in the rlings that are in the Boat's Bow. *unch out*, or *Launch in the Davit*; is, t it out or in.

Dead-Mens-Eyes; are a kind of Blocks which there are many Holes, but no eevers, through which the *Lanniers* go t make faſt the Shrowds to the Chains. he Crows-Feet reeve through Dead-ens-Eyes.

Dead-Reckoning; is the Calculation they ke at Sea of the Place they are in, by mputing their ſeveral Runs upon dif-ent Points, and ſetting them off on a per, ſo as to make a Judgment of the ce they are come to by their ſailing, en they cannot take an Obſervation.

Dead-Rope; is any Rope that does not in a Block, but is us'd by Hand.

Dead-Water; is the Eddy Water at t
Stern of the Ship, ſo call'd, becauſe
does not paſs away with that Life a
Quickneſs as the other does. They ſ
A Ship holds much Dead-Water; that is,
a great Eddy follows her at the Stern
Rudder.

Deck; is the Floor of Planks where
the Ordnance is plac'd, and the Men w
and lye upon the Beams: They are ca
the Firſt, Second, and Third Decks,
ginning at the lowermoſt. There is a
the Half-Deck, being the Deck whic
from the Main-Maſt to the Stem.
Quarter-Deck, is from the Steeridge a
to the Maſter's Cabbin. The Spar-D
is the uppermoſt betwixt the Two Ma
All theſe Decks are alſo call'd Orlops.
Fluſh-Deck, is when it lies upon a L
from Stem to Stern, without any R
The Deck *Cambers*; is, when it does
lie flat, but compaſſing. To ſink, or
let fall a Deck, is to place it lower.
raiſe a Deck, is to place it higher ab
Water.

Deep-Sea-Lead; is the Lead that is h
at the *Deep-Sea-Line*, to ſink it down;
Weight of it commonly 14 Pounds.
the Bottom of it is ſtuck ſome hard w
Tallow, which brings up the Grou
and by the Difference of it they kn
upon what Coaſt they are; but in ou
Ground, they uſe a white Woollen Cl
with a little Tallow; for without
Cloth, the Owze would not ſtick to
Tallow.

Deep-Sea-Line; a ſmall Line, us'd in deep Waters to ſound for finding Ground.

To Diſembogue; is to come out of the Mouth of any Gulph, which being large within, may have a ſtrait and narrow coming out; but this is not us'd for going out of Harbour, or the like Occaſions.

To diſpart; is to find out the Difference of the Diameters of the Metals between the Breech and the Mouth of any Piece of Ordnance; by which they know what Allowance to give to the Mouth of the Piece, being ever leſs than the Breech, but thereby they may make a true Shot. There are ſeveral Ways of doing it; but the eaſieſt and beſt is to put in a Straw or ſmall Stick at the Touch-hole, and then applying it in the ſame Manner to the Mouth, which will exactly ſhew the Difference of the Thickneſs of the Metal at the Breech and at the Mouth of the Piece.

Dock. There are two Sorts of Docks; *Dry Dock*, which is made with Flood-Gates to keep out the Tide, in which Ships are built and repair'd, and where they ſit without Danger or Harm; and a *Wet Dock*, being any Creek or Place where a Ship may be caſt in out of the Tide's Way on the Owze. When a Ship has there made her ſelf a Place to lie in, they ſay, ſhe has Dock'd her ſelf.

To Dock her ſelf. Vide *Dock*.

A Drabler. Vide *Bonnet*; for it is in all reſpects to the Bonnet, as the Bonnet is

to

to the Courſe; being another Piece adde to it, and therefore only us'd when th Courſe and Bonnet are too ſhowl to choa the Maſt.

Draggs: All Things that hang over th Ship in the Sea, as Shirts, Gowns, or th like; as alſo the Boat in that Reſpect All hindering the Ship's Way under Sai are call'd *Draggs*.

Drakes: Small Guns, now little us'd Sea.

Draught: By the Draught of Water, meant ſo many Foot as the Ship goes the Water; that is, the Part of her whic is under Water. The greateſt Men War draw 22 Foot Water.

To Dregg, or *Dregging*; is to take a li tle Grapnel, which being hung over th Boat's Stern, is let down to drag on th Ground, to find a Cable that has been l ſlip, to whoſe Anchor there was no Buoy for this being drawn along the Groun will take hold if it meets with it.

A Drift-Sail; is a Sail us'd under W ter, being veer'd out right a-head wit Sheats to it; the Uſe whereof is to ke a Ship's Head right upon the Sea in Storm. It is alſo good when a Sh drives in faſt with the Current, to ſto her driving ſo faſt

Drive. They ſay a Ship drives, whe the Anchor will not hold her faſt, b that ſhe falls away with the Tide Wind. Alſo when a Ship is *a-Hull*, *a-Trie*, they ſay, ſhe drives to Leeward, in with the Shore, or the like.

Duck up; is a Term us'd with the Clew-Garnet and Clew-Lines of the Main-Sail, Fore-Sail, and Sprit-Sail, when the two firſt Sails hinder his Sight forwards that ſteers ſeconds; and to the Sprit-Sail, when they are the Chaſe-Guns, becauſe the Clew of the Sprit-Sail will hinder the Sight.

Ducking; is letting an Offender fall into the Sea two or three times with a Rope under his Arms, about his Middle, and under his Breech, from the Yard-Arm; which is a ſort of Puniſhment us'd at Sea.

E.

Earing; is that Piece or Part of the Bolt-Rope which is left open at all the four Corners of the Sail, like a Ring. The two uppermoſt are put over the Ends of the Yards or Yard-Arms; and the Sail is at thoſe two Ends made faſt to the Yard: Into the lowermoſt the Tacks and Sheats are ſeaz'd, or, as the proper Term is, bent unto the Clew.

To Eaſe; is to let any Rope ſlacker, and is us'd to them all except the Tack; which, when to be ſlacken'd, they ſay, *to riſe the Tack*, becauſe it riſes from the Meſſtrees, to which it is hal'd cloſe.

Eaſe the Helm; is to let the Ship go more large, or right before the Wind.

An Eddy; is the running back of the Water in any Place, contrary to the Tide, and ſo falling into the Tide again, occa-ſion'd by ſome Head-Land or Point in a River, which ſtops the running of the Water.

An

An Eddy Wind; is that which recoils, returns back from any Sail, or the li going contrary to that Wind from whi it proceeded; but is never ſo ſtrong.

End for End; ſignifies a Rope being run out of the Block, ſo that it is reev'd; or when the Cable or Hawſe r all out at the Hawſe, ſignifying that it all gone to the End.

To Enter; is to come into a Ship; e cially us'd in Boarding a Ship in Fight

Entring-Ladders. There are two of the the one us'd by the Ship's Side in Harb and fair Weather, with Entring-Ropes it, which is all made of Wood: T other is of Ropes, with ſmall Staves Steps, which is hung over the Galle for entring out of the Boat in foul W ther, when, by Reaſon of the Ship's l ving and ſetting, they dare not bring Boat to the Ship's Side for Fear of ſtavi

Entring-Rope; is the Rope that hangs the Side of the Ship, in the Waſte, wh Men uſually come aboard out of the Bo and taken generally for any Rope give Man to enter by.

Eyes. The Hole wherein the Ring the Anchor is put, is call'd the *Eye*; ſ alſo the Compaſs or Ring, which is le the Strap to which a Block is ſeaz'd, led, the Eye of the Strap.

Eyelet-Holes; are the round Holes a the Bottom of the Sails, which have B nets belonging to them; and *Bonnets* h the ſame for their Drablers. They h

mall Line ſown about them for more ength; and ſerve to receive the Latches the Bonnets or Drablers, with which Bonnet is lac'd to the Courſe, and the bler to the Bonnet.

F.

Faddom, is ſix Foot, by which all Ropes are meaſur'd.

Faddom; is to meaſure by Faddoms, n ſounding to find how deep the Wa- is.

Fack; is one Circle of any Rope or le that is quoil'd up round.

Fall; is that Part of the Rope of ackle which is haled upon.

Fall off; ſignifies that a Ship under l does not keep ſo near the Wind as irected.

Falls; ſignify the Riſing or Falling of e Parts of the Deck.

Falſe-Keel; when a Ship rowls too much, reaſon that ſhe is over-floating. A Se- d Keel is ſometimes put under the ſt, and that is call'd, a Falſe Keel.

Falſe-Sheat; is a Rope bound to the w of the Sail, above the Sheat-Block, extraordinary Guſts, and very ſtiff les, to eaſe the Sheat, leſt it ſhould eak.

To Farthel; is to wrap up a Sail cloſe to- ther, and ſo bind it with Caskets to the ard; but towards the Yard they uſe ope-Yarns, becauſe it is not there heavy

Far-

Farthelling-Lines; are ſmall Lines ma
faſt to all the Top-Sails, Topgallant-Sai
and the Mizzen-Yard-Arm: The Mizz
has but one; the other one on each Sid
By theſe they farthel up thoſe Sails; b
the Top-Sails have not their Bunt boun
up to the Yard, as the Main and For
Sails have; but it is laid on the Top, a
ſo bound faſt to the Head of the Ma
which is call'd, *Stowing the Top-Sail.*

Faſhion-Pieces; are the two outerm
Timbers of the Ship's Stern on eith
Side, which ſhew the Breadth of the Sh
there.

Feazing; is ravelling out, as when
Rope wears, and the Oakham ravels o

To Fend the Boat; is to ſave her fr
beating againſt the Rocks, the Shore,
the Ship's Side.

Fender-Bolts. Vide *Bolts.*

Fenders; are Pieces of old Cables, Rop
or Billets of Wood, hung over the Shi
Side, to keep another Ship or Boat fro
rubbing againſt her, that they may n
break her Bends, or rub off the Stu
when ſhe is new trimm'd. Boats ha
Fenders to keep them from beating agai
the Ship's Side; and in the Boat the M
have alſo ſhort Staves, which they c
Fenders, being for the ſame Uſe.

Fetch home an Anchor. Vide *Bring ho*

The Fidd; is an Iron Pin, made taperi
and ſharp at the lower End, to open t
Strands of the Ropes, when they ſpli
two together. The Pin in the Heel

he Top-Maſt, which bears up the *Gheſs-nes*, is alſo call'd a Fidd.

Fidders; are in the ſame Nature as the idds, but made of Wood, pointed at e End, and larger, to open the Strands Cables to ſplice them, and made of ood, becauſe of Iron they would be o heavy to work with.

Fidd-Hammer; is a Fidd, as above, made rp at one End, to ſplice a Rope, and a mmer at the other End, with a Head d a Claw, to drive or draw a Nail.

Fights. The waſte Cloths that hang a-ut the Ship, to hinder Men from ng ſeen in Fight, are call'd the *Fights*. the Bulk-Head afore and abaft, or any er Places where Men may cover them-ves, and make a Defence, are call'd, *ſe-Fights*.

Fireworks; are any Sort of artificial Fire, ply'd to any Weapon or Inſtrument to the Hulls, Sails, or Maſts of Ships, Fight; the commoneſt whereof at Sea Fire-Pots, Fire-Balls, Fire-Packs, unks, Braſs-Balls, Arrows with Fire-aks, *&c.*

A Fiſh; is any Piece of Timber or nk made faſt to the Maſt or Yard, to engthen it, when in Danger of break-g.

The Fiſh; is a Tackle hung at the End the *Davit*, by the Strap of the Block, ; which Block there is a Runner, with ook at the End, which does hitch the ok of the Anchor; ſo they hale by

the Fall that belongs to it, and raiſe th
Flook to the Bow, or *Chain-Wale* of th
Ship.

The Fiſh-Block; is the Block that belon
to the Fiſh above deſcrib'd.

The Fiſh-Hook; is the Hook belonging t
the Fiſh, as above.

To Fiſh the Maſt, or *the Yard*; is to pu
a Piece of Timber or Plank to it, whe
it is weak, to ſtrengthen it, as was ſa
under the Word, *a Fiſh*.

Flaggs; are us'd at Sea for Diſtinctio
of Nations and Commands; ſo the A
miral has his at the Main-Top, the Vi
Admiral in the Fore, and the Rear-Adm
ral in the Mizzen-Top. They are a
us'd for Signals to direct Ships what th
are to do, as to chaſe, to give over,
come to Council, *&c.* To ſtrike the F
in Fight, is a Token of yielding; oth
wiſe it denotes paying Reſpect; and t
Striking is pulling it down upon the C
and to let it hang looſe over.

Flair. When a Ship is hollow'd
near the Water, ſo that the Work ha
over, and is laid out broader aloft, t
ſay, *The Work does Flair over*.

To Flat in the Sail; is to pull the S
flat by the Sheat, as near to the Shi
Side as may be.

Flood. When the Water begins to r
it is Flood. Quarter-Flood and H
Flood are well known to ſignify the Ti
being a quarter or half in.

The Flook; is the broad Part of the

or which takes hold in the Ground, d of the Grapnels, which have four ooks. Vide *Anchor*.

The Floor; is as much of the Ship's Bot- m as ſhe reſts upon when aground.

To Flote; is to ſwim above Water, but meant of inanimate Things which bear naturally without helping themſelves; *The Ship is a-Flote*; that is, ſhe is born by the Water.

Floty. A Ship that draws little Water, called Floty.

Flow. When the Water riſes upon the ming in of the Tide, they ſay, it flows.

Flown. When any of the Sheats are thal'd home to the Blocks, they ſay, *Sheat is flown*; whence they alſo ſay, e Ship ſails with Flown Sheats.

The Fly; is that Part of the Compaſs on hich the 32 Points or Winds are de- rib'd: To it the Needle touch'd to the adſtone is made faſt underneath, and ways turns to the North.

To let Fly; is to let go a-main, or all at nce, and as far as it will.

The Forecaſtle; is that Part of the Ship here the *Fore-Maſt* ſtands, and is ſever'd om the reſt of the Floor by a Bulk-head.

Forefoot. There is no Place in a Ship at bears this Name; but when they ſay, he Ship lies with the Forefoot of the her, it ſignifies, That the one does lie ith her Stem ſo much a-Weather the her, that keeping their Courſes, ſhe that es ſo will go out a-head with the other;

which is, one Ship's ſailing a-croſs an ther Ship's Way.

Forelocks; are little flat Pieces of Iro like Wedges, to put into the Holes at t Ends of Bolts, to keep them from dra ing out, or ſlipping back.

Forelock-Bolts. Vide *Bolts*.

Fore-Maſt. Vide *Maſt*.

A Former; is a Piece of Wood turn round, ſomewhat leſs than the Bore the Piece for which it is made; as, a *ker-Former*, a *Minion-Former*, &c. The U of it is, to make on it Linen, Paper, Parchment Cartridges for the Guns.

Fore-Reach. When two Ships ſail to ther, or after one another, ſhe that ſa beſt, that is, faſteſt, is ſaid to Fore-re upon the other.

Fore-Sail. Vide *Sail*.

Fore-Top-Maſt. Vide *Maſt*.

Fore-Yard. Vide *Yard*.

Foul. When a Ship has been long u trimm'd, ſo that Graſs or any other Thi grows or ſticks about her, ſhe is ſaid to foul. Alſo when any Rope is ſo tang or ſtopp'd by any Accident whatſoev that it cannot run, it is ſaid to be foul

Foul-Water. When a Ship under S comes into ſhallow Water, ſo that ſhe ſes the Mud or Sand with her Way, ſhe may do without touching the Grou but only coming very near it, they *ſhe makes foul Water*.

To Founder; is when a Ship, by an traordinary Leak, or ſome great Sea

s broken into her, is full, or half ful Water, ſo that it cannot be deliver'd t; and then like a founder'd Horſe ſhe nnot go, nor will ſhe feel her Helm, t drive in the Sea like a Log of Wood, hich generally ſinks her; and therefore hen a Ship is loſt out at Sea, the com- on Expreſſion is, *She founder'd at Sea.*

Fraight; is the Burthen of Goods put to a Ship, and thence the Price paid r the Carriage of thoſe Goods, accor- ng to the Bulk or Weight, and the Di- ance of the Place.

To Free the Ship; is to get the Water t of her; and ſo, to free the Boat, ſig- fies the ſame Thing: And this Word is r us'd to any other Purpoſe about the ip.

Freſh-Shot. When any extraordinary Wa- r comes down a River ſuddenly from e Land, or when a very great River car- es its freſh Water a Mile or two into e Sea, they ſay, It is a great freſh Shot.

Freſh the Hawſe; is, let out a little more able at the Hawſe, that a freſh Part may me to endure the Streſs, and not fret e Place altogether.

Furling-Lines; are thoſe ſmall Lines ade faſt to all the Top-Sails, Topgallant- ails, and the Mizzen-Yard Arms; of hich the Mizzen has but one, and the hers one on each Side; the Uſe of them cing to *furl*; that is, to gather up the ails.

To Furl the Sails; is to gather them u
cloſe, and bind them faſt about the Yard

Fur, or *Furr'd*. There are two Sorts
Furring; the one is, after a Ship is buil
to lay on another Plank upon the Side
her, which is call'd, *Plank upon Plan*
The other, which is more properly fu
ring, is to rip off the firſt Planks, and p
other Timbers upon the firſt, and th
the Planks upon thoſe Timbers, which
to make her bear a better Sail; for wh
a Ship is too narrow, and the Bearing
ther not laid out enough, or too lo
they muſt make her broader, and lay h
Bearing higher. They commonly fu
two or three Strakes under Water, and
much above, according as the Ship
quires, more or leſs.

Futtocks. This Word more proper
ſhould be *Foot-Hooks*, but is ever pronoun
Futtocks, which are thoſe compaſſing Ti
bers that give the Breadth and Bearing
the Ship, and are ſcarf'd to the Groun
Timbers: And becauſe no Timbers th
compaſs can be found long enough to
up through all the Side of the Ship, th
compaſſing Timbers are ſcarf'd into
others, and thoſe next the Keel are call
the *Lower Ground-Futtocks*; and the oth
the *Upper Futtocks*.

G.

TO *Gage*; is to meaſure how muc
Cask contains. To gage a Ship
to meaſure how much Water ſhe dra
wh

when a-float; and this is done by ſticking a Nail into a Pike or Pole, which being put down by the Rudder, till the Nail catch hold under it, ſhows how much is under Water.

A Gale, ſignifies the Wind; as, an eaſy or a lorm Gale, is little Wind; a freſh, a ſtiff, and a ſtrong Gale, much Wind. Sometimes it happens that two Ships being at a ſmall Diſtance from one another, the one ſhall be becalm'd, and the other have a little Wind; and then they ſay, ſhe that has the Wind does gale away from the other.

Gallery; is that beautifying Frame that is made upon the Stern of a Ship, without Board, into which there is a Paſſage out of the Great Cabbin, and are only for Show and Pleaſure. There are thoſe on the Sides of the Stern which are of Uſe, as ſerving for neceſſary Houſes.

The Garboard; is the firſt Plank that is brought on the outſide of the Ship, next the Keel.

The Garboard-Strake; is the firſt Strake; that is, the firſt Seam next to the Keel, being the moſt dangerous Place in all the Ship to ſpring a-Leak, becauſe it is almoſt impoſſible to come at it within Board.

The Garland; is a Rope about the Main-Maſt-Head, otherwiſe call'd the *Collar*, and ſerves to ſave the Shrowds from galling.

The Garnet; is a Tackle wherewith they hoiſe in all Casks and Goods, if they be not too heavy, as Ordnance, or the like.

Goſt-Rope; is a Rope belonging to the Boat, to keep her from ſheering, when ſhe is tow'd after the Ship by the Boat-Rope.

Gift-Rope; is the ſame as Boat-Rope, ſerving to tow the Boat after the Ship.

Girding. Vide *Truſſes*.

Girt. When the Cable is ſo taught that, upon the turning of the Tide, the Ship cannot go over it with her Stern-Poſt, then ſhe lies a-croſs the Tye, and they ſay, ſhe is Girt, which ceaſes immediately, if the Cable be veer'd out ſlack.

Glaſſes; are the Hour, Four Hour, and Minute Glaſſes, us'd at Sea; and they commonly call ſo many Hours, ſo many Glaſſes.

Gone out a-Head; imports, that one Ship in ſailing has paſs'd before the Head of the other.

Goreing. A Sail is cut goreing, when it comes ſloping by Degrees, and is broader at the Clew than at the Earing; as all Top-Sails and Topgallant-Sails are.

Goſſowing; is the Mizzen-Sail, boom'd out, to give the Ship more Way before a Wind.

Grapnels; are in the Nature of Anchors for Gallies or Boats to ride by, but have four Flooks, and never a Stock. They are alſo us'd in Men of War to fling into another Ship, and take hold of the Gratings, Rails, Gun-Wales, *&c.* with a Chain made faſt to them, to laſh the Ships together. There are other ſmall

Grap-

Grapnels with three Hooks, but not broad like Flooks, with which they uſe to ſweep for Hawſes or ſmall Cables.

Gratings; are ſmall Ledges laid over a-croſs one another, like a Portcullis, or a Priſon-Gate, and ſerve to let down light, and give Air betwixt the Decks.

To Grave; is to bring a Ship to lie dry a ground, and then burn off all the old Filth and Stuff with Reed, Broom, or the like, and ſo lay on new; the beſt of which is Train-Oil, Rozen and Brimſtone, boil'd together.

The Gripe; is the Compaſs and Sharp-neſs of the Stem under Water, eſpecially towards the lower Part.

To Gripe. They ſay, a Ship gripes, when ſhe is apt, contrary to the Helm, to run her Head more to the Wind than ſhe ſhould.

Ground, and *Grounding*. When a Ship is purpoſely brought to be trimm'd on the Ground, it is call'd Grounding; but when they are drove on by Streſs of Weather or other Accident, they call it, running or ſtriking aground. When they go a little Way, and come to an Anchor again, they call it, breaking Ground.

Ground-Timbers; are thoſe which are faſt laid over the Keel, and ſo bolted through the Keelſon into the Keel, and make the Floor of the Ship, and are therefore call-ed Ground-Timbers, becauſe the Ship reſts on them when ſhe lies aground.

Gudgins; are the Irons which are made faſt to the Stern-Poſt, into which the Pintels of the Rudder are hang'd.

To Gull. When the Pin of a Block eats or wears into the Sheever, it is call'd, Gulling. So when a Yard rubs againſt the Maſt, they ſay, *It will gull the Maſt.*

A Gulph; is any Parcel of the Sea which is large within, narrow at the Mouth, and has no other Way out but the ſame you come in.

The Gunner; has Charge of all the Ordnance in the Ship, and all Things belonging to it, as Carriages, Spunges, Ladles and Rammers, Powder and Shot, and is to look to all that belongs to it in Time of Fight.

The Gun-Wale; is that Piece of Timber which reaches on either Side the Ship from the Half-Deck to the Forecaſtle, being the uppermoſt Bend, as it were, which finiſhes the upper Walls of the Hull there and wherein they put the Stanſhions which ſupport the Waſte-Trees; and this Name is given it, whether there be any Guns there or no. The lower Part alſo of any Port, where the Ordnance lies, is call'd, the Gun-Wale.

A Guy; is a Rope us'd to keep any weighty Thing that is hois'd into the Ship from ſwinging in too faſt, when it is over the *Gun-Wale*. There is another Rope called *a Guy*, which is faſten'd to the Fore-Maſt at one End, and reev'd through a ſingle Block, which is ſeaz'd to the Pen-

dant

dant of the Winding-Tackle, and ſo reev'd again through another, that is ſeaz'd to the Fore-Maſt, ſomewhat lower than the firſt Part; and this is to hale forward the Pendant of the Winding-Tackle.

H.

TO *Hale*; is the ſame which others call pulling a Rope.

Hale aboard the Tack; is, bring it down cloſe unto the *Cheſs-Trees*.

To Hail a Ship; is to call to her, to know whence ſhe is, or whither bound, or the like; which is done in theſe Words, *Ho the Ship*; and the other anſwers, *Hae*.

Half-Deck. Vide *Deck*.

Halliards; are the Ropes by which all the Yards are hois'd, except the Croſs-Jack and Spritſail-Yard, which have none, as being ever ſlung; tho' in ſmall Craft, they have Halliards to the Sprit-Sail.

Hands, and *Handing*. This laſt Word is us'd to deliver any thing about from one to another; and when they want more Men to do any Work, they call for more Hands, not more Men.

A Handſpeek; is a Wooden Leaver, us'd, inſtead of an Iron Crow, to traverſe the Ordnance; and ſo to the Windlaſs in the Boat, or in the Ship, if they have Windlaſſes to heave the Anchor by.

The Harpings; is the Breadth of a Ship at the Bow. Some call the Ends of the

the Bends, which are faſten'd into the Stem, by this Name.

Hatches; are, as it were, Trap-Doors, which are in the Mid-Ship before the Main-Maſt, open'd to let down Goods into the Hould; and therefore have a Shackle of Iron at each End to lift them by.

Hatch-Way; is the Place perpendicularly over the Hatches.

The Hawſes; are thoſe great round Holes under the Head, through which the Cables paſs when the Ship is at Anchor. *A bold Hawſe*, is when it lies high from the Water.

A Hawſer; is a Three-ſtrand Rope, or a little Cable; for that which is one Ship's Hawſer, will be another's Cable. The Uſe of them is to warp a Ship over a Bar. The Main and Fore-Shrowds are made of Hawſers.

The Head; is often taken for all the fore Part of the Ship. Vide *Beak-Head*.

The Head of the Anchor; is that Part in which the Eye is, through which the Ring paſſes.

Head-Lines; are the uppermoſt Ropes of all Sails next the Yards, by which they are made faſt to them.

Head-Sails; are all thoſe which belong to the Fore-Maſt, Spritſail, and Spritſail-Top-Maſt.

Head-Sea. After a great Storm, the Wind will ſometimes ſuddenly alter ſix Points or more; but the Sea will go the ſame

ſame Way it did for ſome Hours; then if the Ship go with this Wind againſt the Sea, ſhe will meet this Sea right a-Head, and therefore it is call'd, a *Head-Sea*. In Head-Seas, all ſhort Ships are bad Sailors.

To Heave and Set; is when the Ship falls and riſes with the Waves at Anchor.

To Heave at the Capſtain; is to work at or turn it about with the Bars, as is done to weigh Anchor, or bring any very weighty Thing aboard.

To Heave a Thing away; is to throw it away.

To Heave over Board; to throw out of the Ship.

The Heel, of the Main, Fore, and Miz-en-Maſts; is only that Part which is cut'd away a little ſlanting, on the afterward Side of the Foot of the Maſt, like a Heel, to give it Leave to be ſtay'd afterward on; but the Heels of the Top-Maſts are Squares, and in them they put the Fidd of the Top-Maſt.

To Heel; is for the Ship to lie down on a Side, whether afloat or aground.

Height of the Sun; is its Meridian Elevation above the Horizon.

The Helm; is that Piece of Timber which the Steerſman holds in his Hand to ſteer and govern the Rudder; to which purpoſe, one End of it is made faſt to the Head of the Rudder, that it may be taken off. This it is that directs and governs the Ship's Way.

To Hitch; is to catch any Thing with a Rope, or with a Hook.

The Hold. Vid. *Howld.*

To hold off; is, when they heave the Cable at the Capſtain. if it be very ſtiff and great, or have lain in a ſlimy owzy Ground, it ſurges and ſlips back, unleſs that Part which is heav'd in be ſtill haul'd away hard from the Capſtain, to keep the Cable cloſe and hard to the Capſtain Whelps. If it be a ſmall Cable, Men may do it with their Hands; but if great then either they hold off with Nippers, or elſe, as in all great Ships, they bring it to the Jeer-Capſtain; and this is call'd *Holding off.*

Hony-Comb'd; is when a Gun is full of ſmall Holes within, either through a Fault in the Caſting, or otherwiſe.

The Hooks; are all thoſe forked Timbers which are plac'd upright on the Keel both in the Rake and Run of the Ship. They give the Narrowing and Breadthing of the Ship in theſe Parts, and are bolted into the Keel.

A Horſe; is a Rope made faſt to one of the Fore-Maſt-Shrowds, with a Dead Man's-Eye at the End of it, through which is reev'd the Pendant of the Spritſail Sheats; and is for no other Uſe but to keep the Spritſail-Sheats clear off the Flooks of the Anchor. When a Man heaves the Head of the Shrowds, there is a Rope made faſt to the Shrowds for him to lean againſt, for Fear of falling

into

into the Sea, which is call'd, *a Horſe*. There is alſo a Rope to ſet taught the Shrowds, with Wale-Knots, one End made faſt to the Shrowds, to the other the Lanniers are brought; and ſo with a Hand-Speek turning it, they ſet taught the Halliards; and this bears the ſame Name of *a Horſe*. Beſides, thoſe ſmall Ropes which are ſeaz'd to the middle of the Top-Maſt and Topgallant-Stayes with a Block, wherein are reev'd the Topſail and Topgallant-Bowlings, are call'd Horſes.

Hoſpital-Ships; are Veſſels fitted with Beds and other Conveniencies, as Surgeons, and all neceſſary Drugs, *&c.* for the Sick and Wounded Men, that they may not encumber the Men of War.

The Howld. All the Room between the Keelſon, and the firſt or lower Deck, is call'd the Hold, or Howld; and there all the Victuals, Stores and Goods, are lay'd; but it is divided into ſeveral Rooms with Bulk-Heads, as, the Steward's Room, the Powder Room, the Boatſwain's Room, *&c.*

The Hownds; are the Holes in the Cheeks, which are faſten'd to the Head of the Maſts, wherein the Ties run, to hoiſe the Yards. The Top-Maſts have but one Hole aloft in the Head of the Maſt, becauſe they have but ſingle Ties; and this is alſo call'd *the Hownds*.

Howſeing-in; is when a Ship, after ſhe is paſs'd the Breadth of her Bearing, is brought in narrow to her upper Works.

A Hoy;

A Hoy; is a ſmall Bark, that ſails no with Croſs-Yards, but with Sails in th Form of Mizzen-Sails, and will ſail near er the Wind than any can do with Croſs Sails.

To Hoyſe; is to hale any thing into th Ship with a Tackle or dead Rope, or ge up a Yard, or the like.

The Hull; is the Body or Bulk of th Ship without Maſts, Yards, Ropes, o Sails.

Hulling; is when a Ship at Sea has t ken in all her Sails, either in calm Wea ther or in a Storm.

A Hullock; is a ſmall Part of a Sai which is loos'd and left open in a grea Storm, when we dare not have any mor out, and is only us'd in the Mizzen-Sai when we would keep the Ship's-Head t the Sea, with a little Sail, making all up excepting a little at the Mizzen-Yard Arm. Elſe, when a Ship will not Wea ther-coile, to lay her Head the other wa they looſe a Hullock of the Fore Sail, an changing the Helm to the Weather-ſide the Ship will fall off, and lay her Hea where her Stern lay before.

I.

THE Jeer; is a Piece of a Hawſer made faſt to the Main and Fore Yards, cloſe to the Ties of great Ship for ſmall ones do not uſe it; and ſo it i reev'd through a Block which is ſeaz'd cloſ

loſe to the Top, and ſo comes down and s reev'd through another Block at the ottom of the Maſt, cloſe by the Deck. reat Ships have one on the one, and nother on the other Side of the Ties. he Uſe of this Rope is to help hoiſe up e Yard; but the chiefeſt is to ſuccour e Ties, and to hold the Yard from fal- ng down if the Ties ſhould break.

The Jeer-Capſtain; has its Name from e Jeer, which is ever brought to this apſtain to be heav'd at by. It ſtands in e Waſte in the Hatch-way, and ſerves r many other Uſes, as to heave upon the iol, or hold off the Cable from the ain-Capſtain. Vide *Capſtain.*

Indraught; is a Place where the Sea ns in.

Joyner. Great Ships carry a Joyner to inſcot and adorn them.

Iron-Sick. A Ship or Boat is ſaid to be *n-Sick*, when the Bolts, Speeks, or Nails, e ſo eaten away with the Ruſt or Salt- ater, that they ſtand hollow in the anks, and the Veſſel takes in Water by em; for which Reaſon they put Lead er all the Bolts-Heads under Water.

A Junk; is any Piece of a Cable that is t off, and ſuch they hang for Fenders n the Ship's Sides.

A Jury-Maſt; is either a ſpare Maſt, the Main or Fore-Yard, ſet up in the ace of the Main or Fore-Maſt, when ther of them is loſt, either in Fight or d Weather, and ſo fit a Yard, Sails and

other Neceſſaries, to it, to make a Shi
with it to ſteer the Ship, and get her in
Harbour.

K.

TO *Keckle*, or *Keckling*; is the twiſti
of a ſmall Rope round the Cab
or the Bolt-Rope, when they fear the o
ſhould gall in the Hawſe, and the oth
againſt the Quarter of the Ship; and t
ſaves them; which in all other Rope
call'd Serving, and only in theſe two Ke
ling.

A Kedger. Vide *Anchor.*

To Kedge, or *Kedging*. In bringing
Ship up or down a narrow River, wh
the Wind is contrary to the Tide, th
ſet the Fore-Sail, or Foretop-Sail a
Mizzen, and ſo let her drive with t
Tide. The Sails are to ſlat her about,
ſhe comes too near the Shore. They a
carry out an Anchor in the Head of
Boat, with a Hawſer that comes from
Ship; which Anchor, if the Ship co
too near the Shore, they let fall in
Stream, and ſo wind her Head about
it; then weigh the Anchor again wh
ſhe is about, which is call'd *Kedging*;
from this Uſe, the Anchor a *Kedger.*

The Keel; is the firſt Timber tha
laid of a Ship, being the ſharp Bott
and, as it were, the Foundation of all
reſt; and ſo much is the *Kneel* as lies i
ſtrait Line betwixt Head and Stern,

Se

Stem being ſcarf'd in at the one End, and the Stern-Poſt let in at the other. All the *Ground-Timbers*, and Hooks fore and aft, are bolted to it, and on them all the upper Works rais'd.

A Rank-Keel; is a deep one, which is good to keep a Ship from rowling.

A Showle-Keel; is that which lies not deep in the Water, and therefore the Ship is apt to rowl.

A Falſe Keel. Vide *Falſe.*

The Keel-Rope; is one that runs along the Ship upon the Keel, within the Limbers of the Ground-Timbers, one End coming out before, and the other abaft. The Uſe of it is to clear the Limber-Holes when they are ſtock'd with Ballaſt, or any thing elſe, ſo as the Water that lies betwixt the Timbers cannot come to the Well of the Pump.

A Kenk. When a Rope that ſhould run ſmooth in a Block has got a little Turn, ſo that it comes double, they call it, a *Kenk.* The ſame in the Cable, if it runs out doubling.

A Ketch; is a ſmall Veſſel, ſuch as come up to *Billingſgate* with Oyſters, or the like.

Kevels; are ſmall Pieces of Timber nail'd on the inſide of the Ship, to which they belay the Sheats and Tacks.

A Knave-Line; is a Rope faſten'd on the one End to the Cheſs-Trees, under the Main or Fore-Top, and ſo coming down by the Ties to the Ram-Head; to which

is

is ſeaz'd a ſmall Piece of Billet, about two Foot long, with a Hole in the End of it, in which this Line is reev'd, and ſo brought to the Ship's Side, and hal'd up taught to the Rails. The Uſe of it is to keep the Ties and Halliards from turning about one another when they are new; for when well ſtretch'd, there is no need of it.

A Kneck; is the twiſting together of a Rope that is not well quoil'd.

Knees; are the crooked Timbers, ſo call'd, becauſe they repreſent a Man's Knee bent, and ſerve to bind the Beams and Futtocks together, being bolted into them both.

Kneetles; are two Rope Yarns twiſted together, with a Knot at each End, to ſeaze a Rope or Block, or the like.

A Knight; is a Piece of Timber in which are four Sheevers, three for the Halliards, and one for the Top-Rope, to run in when hoys'd, and has commonly the Figure of ſome Head carv'd on it, by which it is eaſily known. There are two of theſe; the *Fore-Knight*, ſtanding abaft the Fore-Maſt; and the *Main-Knight*, aft the Main-Maſt; both faſt bolted to the Beams.

Knittlidge. Vide *Ballaſt*.

Knots. That call'd a Bowling Knot, is ſo made, that it will not ſlip nor ſlide. The other a Wale-Knot, is a round Knob made with three Strands of a Rope, ſo that it cannot ſlip neither.

L.

To Labour. A Ship is ſaid to Labour in the Sea, when ſhe rowls and rumbles very much, either a-Hull, or under Sail, or at an Anchor.

To Lace, or *Lacing*; is the ſame as on Land; for they Lace on the Bonnet to the Sail, and the Drabler to the Bonnet, *&c.*

Ladders. There are three belonging to a Ship; the *Entring-Ladder* at the Waſte, and the Ladder of Ropes which hangs out of the Gallery. Vide *Entring-Ladder.* The third is at the Beak-Head, to get up the Bolt-ſprit by.

To Lade; is to fill a Ship with Goods, *&c.* which is call'd *Lading.* They alſo call it Lading of great Guns, which is, to charge them; and to lade the Water out of the Boat, or the like, is to throw it out.

A Ladle; is like a Scoop at the End of a Pole, to put the Powder into a Gun, when they take it out of the Budge-Barrel.

Land-Fall. If they ſay, they ſhall ſee Land ſuch a Day, and it happens accordingly, they ſay, they have a good Land-Fall: If they are miſtaken, they ſay, they made a bad Land-Fall.

Land-Lock'd. Roads or Harbours which are ſo encompaſs'd with Land, that the Sea cannot beat in to wrong a Ship, are ſaid to be *Land-Lock'd.*

Land-to,

Land-to; is juſt ſo far at Sea as they can ſee the Land.

A Land-Turn; is a Wind blowing regularly off from the Land by Night, as the Brieze does off the Sea by Day.

The Land is ſhut in; ſignifies, that it is hid from Sight by ſome other Land.

Langrel; is a Shot which goes in with a Shackle to be ſhorten'd when put into the Piece, and to fly out at length when diſcharg'd, with a half Bullet at either End; good near-hand for cutting down of Maſts, Yards, Ropes and Sails, and to deſtroy Men.

Lanniers; are ſmall Ropes, reev'd into the Dead-Men's-Eyes of all the Shrowds and Chains; the Uſe of them being to ſlacken or ſet taught the Shrowds. All the Stays belonging to the Maſts are ſet taught by Lanniers: And the Rope which makes faſt the Stopper of the Halliards to the Halliards, is call'd a *Lannier*.

Larboard; is the Left Side of the Ship as a Man ſtands in her with his Face forward.

Large. When a Ship goes neither by a Wind, nor before it, but betwixt both it is call'd, a Large Wind.

To Laſh; is to bind up any thing to the Ship's Sides, or Maſts or the like.

Laſhers; are properly thoſe Ropes which bind faſt together the Tackles and Breechings of the Guns when they are haul'd within Board.

Laskets. Vide *Latchets*.

Lasking. A Ship is ſaid to go Lasking, hen ſhe neither goes by nor before a Wind.

Latchets; are ſmall Lines ſown into the onnet and Drabler, like Loops, where-ith they lace the Bonnet to the Courſe, d the Drabler to the Bonnet, putting em into the Eyelet-Holes, and lacing em over one another.

Launch, ſignifies to put out; as to aunch a Ship, is to put her out of the ock into the Water; and ſo in other aſes: But us'd alſo in another Senſe, as hen they have hoys'd up a Yard high ough, or the Top-Maſt, they cry, *aunch hoa*; that is, hoyſe no more; and ſtowing the Hould, they ſay, *Launch* , or *Launch forward*, when they would ave any Goods brought forward or aft-ard. So in pumping, when the Pump icks, they cry, *Launch hoa*; that is, pump o more.

To Lay the Land. When they have ſail'd ut of Sight of Land, they ſay, they have aid the Land.

A Leak. A Ship is ſaid to Leak, when e makes more Water than ordinary; or there is none ſo tight but ſhe may ake ſome.

Ledges; are thoſe ſmall Pieces of Tim-er which come athwart Ships from the Waſte-Trees to the Roof-Trees, to bear p the Nettings.

Lee. The *Lee* is generally that Side which is oppoſite to the Wind; as the

Lee-

Lee-Shore, is that the Wind blows o
To be under the Lee of the Shore, is
be close under the Weather-Shore.
Leeward Ship, is one that is not fast
a Wind to make her Way so good as
might. To come by the Lee, or lay
Ship by the Lee, is to bring her so th
all her Sails may lie against the Masts a
Shrowds flat, and the Wind to co
right on her Broad-side, so that she w
make little or no Way.

The Lee-Fang; is a Rope reev'd into t
Creengles of the Courses, when th
would hale in the Bottom of the Sail,
lace on the Bonnet. In a strong G
they serve also to take in the Sail.

The Lee-Latch. When he who co
would bid the Man at Helm to look th
the Ship does not go to Leeward of h
Course, he bids him have a Care of t
Lee-Latch.

Lee-seel; is the tumbling of a Ship
Leeward, when the Water forsakes h
on that Side.

The Leetch; is the outward Side
Skirt of the Sail, from the Earing to t
Clew; the middle Part whereof is mo
especially the *Leetch*.

Leetch-Lines; are small Lines ma
fast to the Leetch of the Topsails, a
no others, and reev'd into a Block at t
Yard, close by the Topsail-Ties; t
Use whereof is, when they take in t
Topsails, to hale in the Leetch of t
Sail.

Lugg

Leggs; are ſmall Ropes, call'd the Leggs of the Martnet, put through the Bolt-Ropes of the Main and Fore-Sail, near a Foot in Length; and being ſplic'd into themſelves at either End, they have a little Eye, into which the Martnets are made faſt, with two Hitches, and the End ſeaz'd to the ſtanding Part of the Martnets.

Let fall; is the Phraſe generally us'd for putting out of any Sails, when the Yards are aloft; but not to the Top-Sails, for which the proper Term is, *Heave out*; or for the Mizzen, for which the Term is, *Set the Mizzen*. *Let fall the Anchor*, is, to let it go down into the Sea.

Let fly the Sheat; is, let it run out violently, as far as it can go.

The Lifts; are Ropes belonging to the Yard-Arms of all the Yards, and only ſerve to top the Yard-Arms; that is, to make them hang higher or lower, as they pleaſe; but the Topſail-Lifts ſerve for Sheats to the Topgallant-Yards: The Coiling of them is call'd, Topping the Lifts.

Limbers, or *Limber-Holes*; are little ſquare Holes, cut in the Bottom of all the Ground-Timbers and Hooks, next to the Keel; the Uſe whereof is to let the Water paſs to the Well of the Pump.

Linſpins; are only us'd about the Trucks of the Carriages, to keep on the Trucks upon the Axletree, being little Iron Pins, like thoſe that keep on Coach-Wheels.

Lockers; are little Boxes like Cupboard ſome by the Guns to lay Shot in, and i other Places for other Uſes.

A Log-Line, or, as ſome call it, a M *nute-Line*; is a ſmall Line, with a litt Piece of Board at the End of it, and o it a Bit of Lead, to keep it Edge-long i the Water. This being caſt into the Se and the Line heav'd out after it for Minute, by a Minute-Glaſs, ſhews ho many Fathom the Ship runs in that M nute; and by it they make a Judgme how many Leagues ſhe runs in a Wate or four Hours.

The Long-Boat; is the ſtrongeſt and bi geſt of the Boats belonging to a Ship, a ſerves to carry all weighty Things to he to land Men upon Occaſion; to wei the Anchor, and many other Uſes.

The Loof; is that Part aloft of the Sh which lies juſt before the Cheſs-Trees, far as the Bulk-Head of the Caſtle; when the Guns lying there are call'd, Loo Pieces.

Loof-up: A Term us'd in Conding, have the Man at the Helm keep the Sh near the Wind. To Loof into a Harbo is to keep cloſe to a Wind, and ſo go Keep your Loof, is, keep cloſe to t Wind. To ſpring ones Loof, is wh the Ship is going large, to clap cloſe a Wind.

A Loof-Hook; is a Tackle with t Hooks; one to hitch into a Creengle the Main and Fore-Sail, which Creen

is in the Bolt-Rope of the Leetch of the Sail, not far above the Clew; and the other to hitch into a Strop, which is plac'd into the Chess-Tree, and so to bowse down the Sail. The Use of it, to succour the Tackle in a great Gale.

A Loom-Gale. Vide *Gale.*

To Loom. When they say, a Ship looms a great Sail, it signifies, she seems to be a large Ship; and she looms but small, is, she shews little; so that *Looming* is the Appearance or the Perspective they have of a Ship.

A Lust. When a Ship heels a little to either Side, they say, she has a Lust that Way.

To lie under the Sea; signifies, that the Ship lies a-Hull, with her Helm made fast a-Lee, so as the Sea breaks upon her Bow and Broad-side.

M.

TO *Man a Ship*; is to give her the due Complement of Men.

Man the Capstain; is, put Men to work at the Capstain: And so in other Cases.

A Man of War; is always meant of Ships for Fight.

The Manger; is a Place, made with Planks fasten'd on the Deck, a Foot and half high, right under the Hawse, sometimes in a Triangle; the Use whereof is to receive the Water that comes in at the Hawses, when the Ship rides at Anchor in great

Streſſes, that then Water may not run on upon the Decks, and ſo into the Hould.

Marlin; is a ſmall Line, made of untwiſted Hemp, to be more pliant; and is alſo Tarr'd: The Uſe of it, to ſeaze the Ends of Ropes from farſing out, and for other Uſes.

Marlin-Speek; is a ſmall Iron Speek made on purpoſe for the ſplicing together of ſmall Ropes, and to open the Bolt-Ropes when they ſew in the Sail.

Martnets; are ſmall Lines, faſten'd to the Legs, on the Leetch of the Sail.

The Maſter; has the whole Charge of ſailing the Ship abroad at Sea, and accordingly commands all next to the Captain and Lieutenant in Men of War; but is Chief in Merchants, and therefore vulgarly call'd Captain, tho' it be not his Due.

Maſts; are thoſe Trees ſtanding upright in Ships, which carry the Yards, Tops, and Rigging. Great Ships have three Maſts; the Fore-Maſt, next the Head; the Main-Maſt, in the Middle; and the Mizzen-Maſt, next the Stern. Each of theſe has a Top-Maſt on its Head; and the Fore and Main Top-Maſts their Topgallant-Maſts over them.

Mats; are broad Clouts wove with Sinnet and Thrums together, or without Thrums; us'd to ſave Things from gauling.

Metal; generally ſignifies the Quantity, not the Quality of it. To diſpert the

Metal

Metal. Vide *Diſpert.* The Piece is laid under Metal, ſignifies, that her Mouth is lower than her Breech. Over Metal, is the contrary. Right with her Metal, is, when the Piece lies point-blank.

Minute-Line. Vide *Log-Line.*

The Mizzen, abſolutely ſpoken, ſignifies the Sail, not the Maſt.

Mizzen-Maſt. Vide *Maſt.*

Mizzen-Sail. Vide *Sail.*

Mizzen-Stay. Vide *Stay.*

Mizzen-Top-Maſt. Vide *Top-Maſt.*

Mizzen-Yard. Vide *Yard.*

To Moor, or *Mooring.* This is done ſeveral Ways. Firſt, *To Moor a-Croſs*, or *thwart*, is to lay one Anchor on one Side of a River, and another on the other, right againſt it, ſo as both Cables may bear together, either for Ebb or Flood. *To Moor alongſt*; is to lay one Anchor right in the Middle of the Stream on a-Head, and the other a-Stern. The Third, is *Mooring Water-Shot*; that is, quartering between both; for it is neither a-Croſs nor alongſt the Tide. A Ship is not ſaid to Moor with leſs than two Anchors aground.

To Mount a Gun; is either to put it into the Carriage; or elſe, when in the Carriage, to raiſe the Mouth higher.

Munk-Seam; is a Way of ſewing the Canvas of the Sails together, the Edge of the one over the Edge of the other, and ſo ſown on both Sides; which is the ſtrongeſt Way.

Murderers; are ſmall Pieces with Chambers, charg'd with Murdering-Shot to ſcour the Decks.

N.

Neale to: That is, deep Water cloſe to the Shore, without any Showling.

Neap-Tide; is oppoſite to the Spring Tide, and happens in the midſt of the ſecond and laſt Quarter of the Moon; and there are as many Days allow'd for the Neap or Falling of the Tides, as for the Spring or Riſing of them. In Neap Tides, the Water is never ſo high nor ſo low as in the Spring-Tides, nor do they run ſo ſwift. As the Higheſt of the Spring is three Days after the Full or Change of the Moon, ſo the Loweſt of the Neap is four Days before the Full or Change; and that is call'd, the *Dead-Neap*. When a Ship has not Water enough to bring her off the Ground or Dock, they ſay, ſhe is Beneap'd.

The Needle; is the Iron Wire made faſt to the Fly of the Compaſs, and which gives Motion to it, as being touch'd with a Loadſtone.

Nettings; are thoſe ſmall Ropes which are ſeaz'd together with Rope-Yarns, in the Form of a Net, with Maſhes, and for the moſt Part only us'd in the Waſte.

Netting Sails; are the Sails they lay upon the Nettings.

Nippers; are ſmall Ropes, a Faddom and half or two Faddom long, with a little Truck at one End, or only a Wale-Knot; the Uſe whereof is to hold off the Cable from the Main-Capſtain, or the Jeer-Capſtain, when they cannot do it with their Hands.

No Near; is a Term in Conding, to bid the Man at the Helm go more large, or before the Wind.

The Nut of the Anchor. Vide *Anchor.*

O.

TO *Obſerve*, or *take an Obſervation*; is to take the Height of the Sun or Star with any Inſtrument, to find the Latitude the Ship is in.

Ockham; is nothing but old Ropes, untwiſted and pull'd out into looſe Flax again. New Toe and Flax, us'd in the ſame Manner, is alſo call'd, White Ockham. The Uſe of them is to drive into the Seams of the Planks, to keep out the Water, and to make ſmall Lines for common Uſes.

The Offing: That is, the Part out in the open Sea from the Shore.

Offward. When a Ship is aſhore, and heels to the Waterward, they ſay, ſhe heels to the Offward; or if her Stern lie towards the Sea, they ſay, it lies to the Offward.

Orlop; is the ſame as Deck; only if a Ship have three Decks, they never call

the uppermoſt of them an Orlop; but the other two are more properly call'd Orlops than Decks. Vide *Deck*.

To Overhale; is, when a Rope is hal'd too ſtiff or taught, to hale it the contrary Way, and make it ſlacker.

Over-raking; is when the Sea overwaſhes a Ship from Stem to Stern as ſhe rides at Anchor, by reaſon of her overbeating her ſelf into a Head-Sea.

Overſet; is turn'd topſie-turvy, or overturn'd at Sea: Alſo the turning over of a Cable or ſmall Rope that is quoil'd up, is call'd Overſetting.

Overthrown; is a Ship that, being brought to be trimm'd aground, falls over on a Side.

The Out-licker; is a ſmall Piece of Timber, two or three Yards long, made faſt to the Top of the Poop, and ſtanding outright a-Stern; at the outwardmoſt End whereof is a Hole, into which the ſtanding Part of the Sheat is made faſt, and being reev'd through the Block of the Sheat, is reev'd again through another Block, which is ſeaz'd to this Piece of Timber, near the End; and ſo the Uſe of it is to hale down the Mizzen-Sheat to it. This is us'd in few Ships, and thoſe ſmall ones.

Owze; is ſoft, ſlimy, muddy Ground, very bad for Anchoring, but good to lay a Ship aground on.

P.

THE Pallet; is a Room in the Hould ſever'd from the reſt, in which a few Pigs of Lead, or ſuch weighty Matter, being ſtow'd, the Ship may be ſufficiently Ballaſted, with the Loſs of little Room in her Hould.

A Parbuncle; is a Rope us'd in the Nature of a Pair of Slings, to hoiſe in the Cask.

To Parcel, or *Parcelling*; is to take a little Canvas, about the Breadth of a Hand, and lay it over a Seam which is firſt caulk'd; then heat a little Pitch and Tar very hot, and pour it over the Canvas.

Parrels; are thoſe Things made of Trucks, and Ribs and Ropes, which go about the Maſt, and are at both Ends made faſt to the Maſt; ſo contriv'd with the Trucks and Ribs, that the Yard may glide up eaſily.

The Partners; are the Timbers that are bolted to the Beams, and compaſs the Shoot in the Maſt at the Deck; being the Strength, and keep up the Maſt ſteady in the Step. There are alſo Partners in the ſecond Deck, that it may not rowl out the Ship's Sides; but the Mizzen has only one Pair of Partners.

A Paſſarado, or more properly, a *Nepaſſado-Rope*; is any Rope wherewith they haile down the Sheat-Blocks of the Main and Fore Sails, when they are hal'd aft

the Clew of the Main Sail, to the Cubbridge-Head of the Main-Maſt, and the Clew of the Fore-Sail to the Cat-Head; which is done when the Ship goes large.

The Pawl; is a little Piece of Iron bolted to one End of the Beams or the Deck, cloſe to the Capſtain; but ſo eaſily, that it has Leave to turn about; and againſt this the Whelps of the Capſtain bear, when they would have it held from turning back again.

Pawl the Capſtain; is, turn it up to the Pawl, that it may hold it from turning back.

Pounches; are Mats made of Sinnet, faſten'd to the Main and Fore-Yards, to ſave them from gauling.

To Pay; is to lay hot Pitch upon a Seam, after caulking of it. It is alſo call'd Paying, when, after a Ship is grav'd, they lay on the Stuff, whatever it be, Rozen and Brimſtone, and Oil, or the like. They alſo ſay, a Ship is Pay'd, when ſhe is to tack, and all her Sails are a-Back-Stays; that is, flat againſt the Shrowds and Maſts.

A-Peek; as, to heave a-Peek; is to bring the Hawſe of the Ship right over the Anchor, ſo that the Cable is then right perpendicular betwixt them.

To Ride a-Peek; is to have the Main Yard and Fore-Yard hois'd up, and one End brought up cloſe to the Shrowds, up and down the contrary Ways, ſo that the two Yards make a *St. Andrew's* Croſs.

To

The Peek; is the Room in the Ship's Hould, from the Bits forward to the Stem.

Peek the Mizzen; is, put the Yard right up and down by the Maſt.

Pendant; is a ſhort Rope, made faſt at one End either to the Head of the Maſt, or to the Yard, or to the Clew of the Sail, and has at the other End a Block with a Sheever, to reeve ſome running Rope into it. All the Yard-Arms, except the Mizzen, have Pendants, into which the Braces are reev'd. Pendants are alſo thoſe Colours which are hung out on the Yard-Arms, or from the Head of a Maſt, for a Shew, and to beautify the Ship.

The Pillow; is the Timber on which the Boltſprit reſts, at the coming out of the Hull of the Ship aloft by the Stem.

A Pilot; is one who conducts Ships into Roads and Harbours, and over Bars and Sands, and through dangerous Channels, or ſuch-like Places.

Pintels; are ſmall Iron Pins made faſt to the Rudder, by which the Rudder hangs to the Stern-Poſt.

Pitching; is not only laying on Pitch, which is properly call'd Paying, but is the placing the Step of the Maſt. And if a Ship falls much into a Sea, they ſay, ſhe Pitches; and if ſhe endangers her Maſts by it, they ſay, ſhe will pitch her Maſts by the Board.

Plate the Cable; is the ſame as ſerve the Cable. Vide *Serve*.

Plats; are flat Ropes, made of Rope-Yarn, woven one over another, and are to ſave the Cable in the Hawſe from gauling.

A Plot; is the ſame as a Sea-Card. Vide *Card*.

A Point. The Sharpneſs of any Head-Land is call'd, the Point of Land. The Compaſs is alſo divided into 32 Points, repreſenting ſo many Winds.

The Poop; is the uppermoſt Part a-Stern of the Ship's Hull, being the Deck over that which is commonly call'd, the Maſter's-Cabbin.

Ports; are the Places out of which the Guns are put through the Ship's Sides.

To Port; is a Word us'd in Conding the Ship, when ſhe ſails right before a Wind, and ſignifies to put the Helm to the Larboard Side.

Pouches; are ſmall Bulk-Heads made in the Hould, either athwart or alongſt Ships, which ſerve either to keep Goods that will not ſtow well, or the Ballaſt from ſhifting.

Powder. There are two Sorts of it; the one call'd Serpentine, which is in Duſt without corning, never us'd at Sea; the other Corn-Powder, whereof there are ſeveral Sorts; but thoſe us'd at Sea are only two; the Cannon Powder, which is large Corn, and not very ſtrong; and Musket Powder, fine, and very ſtrong. The Ingredients for making of Powder, are Saltpetre, which gives the Force, Brimſtone and Charcoal.

The

The Powder-Room; is the Place in the Hould where the Powder is kept.

Preddy; is us'd among Sailors inſtead of Ready.

A Preventure-Rope; is a little Rope ſeaz'd over a-croſs the Ties, cloſe at the Ram-head, that if one Part of the Ties ſhould break, the other ſhould not run through the Ram-Head, to endanger the Yard.

Priming; is putting the Powder to the Touch-hole of any Piece for firing. It alſo the Ground or firſt Colour, laid for others to come over in painting a Ship.

A Priming-Horn; is that in which the Gunner keeps Powder for priming of the Guns.

A Priming-Iron; is a ſmall ſharp Iron which they thruſt in at the Touch-hole of a Gun, to make Way through the Cartridge for the Priming-Powder to meet with the Charge.

A Proviſo; is a Hawſer carry'd aſhore, when a Ship has one Anchor out; and then ſhe is ſaid to be moor'd with her Head to the Shore.

The Prow; is the foremoſt Part of the Ship aloft, and not below between Decks, as in Hould.

The Prow-Pieces; are thoſe which lie a-ſtaff before.

Puddings; are Ropes nail'd round to the Yard-Arms of the Main and Fore-Yards, cloſe to the End, and ſo in three or four, or more Diſtances, one from another, up-on each Yard-Arm. The Uſe of them, is

to

to ſave the Robbins from gauling aſun upon the Yards, when they hale home Topſail-Sheats. So the ſerving of Ring of the Anchor with Ropes, ſave the Clinch of the Cable from ga ing againſt the Iron, is call'd, the P ding of the Anchor.

Pullies; are ſmall Blocks, with one two Sheevers in them; but great ones not call'd Pullies.

Pumps. There are three Sorts of th us'd in Ships: The firſt and common are ordinary Pumps, ſuch as are us' ſhore, which ſtand by the Main-M The next is a Bar-Pump, not us'd *Engliſh* Ships; but *Flemmings* have th in their Sides, and are call'd by the Na of Bildge-Pumps, becauſe they have br long Floats, which hold much Bild Water. This Pump delivers more Wa than the other, and is not ſo laborious work at. The third and laſt is the Cha Pump, which delivers moſt Water, with moſt Eaſe, and ſooneſt mended any thing chance to give Way. Th are alſo ſmall Pumps which they put to the Bung of a Cask, to pump out W ter or any Liquor.

The Pump-Brake; is the Handle th pump with at the ordinary ſort of Pum

The Pump-Can; is the Can they dr Water in to pour into the Pumps.

The Pump Dale; is the Trough wher the Water runs along the Decks to Skupper-Holes.

To Purchaſe; is to bring in, or gain up a Rope they hale at: So they ſay, the Capſtain does Purchaſe apace; that is, brings in the Cable apace.

Purſer; is an Officer aboard a Ship, who is to receive the Quantity of Proviſions, according to the Ship's Company, from the Victualler, for the Time the Ship is to be Victualled, and ſee it well ſtow'd. He is alſo to keep a Liſt of all the Men.

Puttocks; are the ſmall Shrowds, which go from the Shrowds of the Main, Fore and Mizzen Maſts, to the Tops; and from the Top-Maſt-Shrowds to the Top-Gallant; the Uſe of them being to go from the Shrowds into the Tops, becauſe, when the Shrowds come near up to the Maſt, they fall in ſo much, that the Men could not get into the Tops from them. Theſe Puttocks are from the Bottom ſeiz'd to a Staff, made faſt there to the Shrowds, and above to a Plate of Iron, or to a Dead-Man's-Eye, to which the Lanniers of the Fore-Maſt-Shrowds do come.

Q.

THE Quarter; is that Part of the Hull of the Ship, that reaches from the Steeridge to the Tranſome or Faſhion-Piece.

A fat Quarter; is a broad Quarter.

The Quarter-Deck; is the Deck over the Steeridge till it come to the Maſter's Cabbin. Vide *Deck*.

Quar-

Quartering; is when a Gun lies ſo, an may be ſo travers'd, that it will ſhoot o the ſame Line, or Point of the Compa as the Quarter bears. When a Ship ſail with Quarter-Winds, they ſay, ſhe goe Quartering.

The Quarter-Maſter; is an Officer wh has Charge to rummage the Hould, t over-look the Steward, and ſee there b no Abuſe or Waſte committed; to loo to the Loading of the Ship, and to Cond

Quarter-Watch; is when a Quarter o the Ship's Company watches, which i us'd in Harbour, when there is no Dan ger; for at other Times half the Company watches.

Quarter-Winds; are thoſe that come over abaft the Main-Maſt-Shrowds, juſt with the Quarter.

A Quoyle; is a Rope laid up round, one Take over another. Sometimes it is ta ken for a whole Rope quoyl'd; ſo that if half the Rope be cut away, they ſay, there is but half a Quoyle of that Rope.

To Quoyle; is to lay the Takes of a Rope round over one another, ſo that they may run out ſmooth upon Occaſion, without any Knecks; and alſo to lie handſomely in the Ship.

Quoyns. There are three Sorts of them us'd in a Ship; that is, the Quoyns the Gunners uſe under the Guns, to mount them higher or lower. They are broad, but thinner at one End than the other, being perfect broad Wedges, with a Han-

dle

dle at the thick End to draw them out, or put them farther in, as Occaſion requires. Another Sort are call'd Cantick-Quoyns, being ſhort, with three Edges, to put betwixt the Cask at the Bildge-Hoops, to keep the Cask ſteady from rowling, and labouring one againſt another. The third are the ſtanding Quoyns, made of Barrel-Boards, about four Fingers broad, and a fit Length to be driven a-croſs betwixt the Buts, one End two or three Hoops from the thin Hoops of one But, and the other in the ſame Manner to the other, to keep the Chine of the But ſteady from jogging.

R.

Rabbet of the Keel; is a hollowing away in the Keel for to let in the Planks to it.

Rabbetting; is the letting in of the Planks to the Keel, hollow'd away to that Purpoſe in the Rake and Run, but not in the flat Foor.

The Rake; is ſo much of the Ship's Hull as over-hangs both Ends of the Keel. The Rake forward on is commonly more than a third, but leſs than half the Length of the Keel. The Rake aftward is only for Beauty, and therefore but a fourth or fifth Part of her Rake forward.

Ram-Head; is a great Block, with three Sheevers in it, in which are the Halliards, and at the Head of it into a Hole are reev'd

reev'd the Ties; and this Block only be longs to the Main and Fore Halliards.

A Rammer; is a Staff with a roun Piece of Wood at the End of it, som what leſs than the Bore of the Gun it to ſerve, and is to drive home the Char in it.

Ranges. There are two of them; o aloft upon the Forecaſtle, a little ab the Fore-Maſt; the other in the Be Head, before the Wouldings of the Bo ſprit. That in the Forecaſtle is a ſm Piece of Timber, which goes over fr the one Side to the other, and is th faſten'd to the Timbers, and has t Knees about the Middle, on either Si of the Fore-Maſt, faſten'd to the De and the Timber in which run the To Sail-Sheats in a Sheever; and it has div Wooden Pins through it, to belay t Ropes to. The other in the Beak-He is in the ſame Form with the former.

Ratling; is a Line, whereof they m the Steps by which they go up to t Shrowds and the Puttocks, and ſo to Top-Maſt-Shrowds, in great Ships; a theſe Steps, which make the Shrowds l Ladders, are call'd, the Ratlings of Shrowds.

A Reach; is the Diſtance of any t Points of Land, which bear in a ri Line to one another; and is a Term m commonly us'd in Rivers, as *Greenw Reach*, and the like.

To Reeve; is no other in Reſpect to Ropes than putting them in, or paſſing them through; as they ſay, *Reeve the Tack through the Cheſs-Trees*; that is, paſs it through; or, *Reeve the Halliards in the Sheaves and Ram-Heads*; that is, paſs them through; and is generally underſtood of all Ropes that paſs through Blocks, Dead-Mens-Eyes, Cheſs-Trees, or the like. So when they would have a Rope pull'd out of the Block, they ſay, *Unreeve it.*

Rends; are Cracks or Openings in the Planks, which they caulk to keep out the Water.

Ribs; are all thoſe Timbers in general on which the Planks are laid, tho' they have particular Names; but are call'd Ribs from their Reſemblance with thoſe in a Man's Body. Alſo thoſe little long Pieces, which are made with Holes under the Beak-Head, and belong to the Parrels of the Yards, are call'd, *the Ribs of the Parrels.*

To Ride. A Ship Rides when her Anchors hold her faſt, ſo that ſhe does not drive away with the Tide or Wind; for tho' ſhe ſheer from one Side to the other, yet if her Anchors hold faſt, and come not home, they ſay, ſhe Rides.

To Ride a good Road; is to Ride where the Sea and Wind have much Power over the Ship, and ſtrain her Cables very hard.

To Ride a-croſs; is to Ride with the Main-Yards and Fore-Yards hois'd up to the Hounds, and both Yard-Arms topp'd alike.

To Ride a-Peek; is to Ride with th Yards peek'd a-Peek; or elſe to Ride wi the Hawſe juſt over the Anchor, as wh a Ship is ready to ſail.

To Ride a Hawſe-full; is to Ride a gre Rode and Streſs, ſignifying, that the W ter broke into the Hawſes.

To Ride thwart; is to Ride with t Ship's Side to the Tide, and then ſhe n ver ſtrains her Cables.

To Ride betwixt Wind and Tide; is wh the Wind and Tide have equal Power, o one Way, and the other the contrary, that the Ship lies rowling with her Broa Side in the Trough of the Sea, when ſ will rowl much, but not ſtrain her Cable

Riders; are great Timbers, in the Hou or elſewhere, which do not properly b long to the Built of the Ship, but on bolted on upon the other Timbers, ſtrengthen them where they find the Sh weak.

Rigging. This Word comprehends the Ropes that belong either to Maſts Yards; and they ſay, the Maſt is Rigg and the Yard is Rigg'd, when they ha all the Ropes that belong to them.

Right the Helm; is, keep it directly the Middle of the Ship.

Right the Yard; is, bring it to its prop Poſture, when it has been out of it.

Ring of the Anchor. Vide *Anchor*.

Ring-Bolts. Vide *Bolts*.

Riſe the Tack; is as much as eaſe it or, as Landmen ſay, ſlacken it.

The Risings; are those thick Planks that
o fore and aft on both Sides under the
nds of the Beams and Timbers of the
econd Deck, the Third Deck, and the
alf and Quarter-Deck, whereon the
ams and Timbers of these Decks bear
both Ends by the Ship's Sides; but
ose thick Planks which in like manner
ar up the lower Deck, are call'd *Lamps*.

Rising-Timbers; are the Hooks plac'd on
e Keel, so call'd, because according to
ir rising by little and little, so the
ke and the Run of the Ship rise by De-
ees from her flat Floor.

A Road; is any Place where a Ship
y ride near the Land, and yet not
nd-lock'd for all Winds. A good Road,
where there is good Ground for An-
or-hold, Showl-Water, and no great
a-Gate coming in, however the Wind
ows, the Land sheltering the one Side,
l Sands, Rocks, or the like, breaking
the Sea on the other.

A Wild Road; is where there is little
nd on any Side, but all open to the Sea.

A Roader: is any Ship that rides at an
nchor in a Road.

Robbins; are little Lines reev'd into the
elet-Holes of the Sail, under the Rope-
ad, and serve to make fast the Sail to
e Yard.

The Roof-Trees; are the Timbers that go
m the Half-Deck to the Forecastle, and
ve to bear up the Gratings and Ledges
ere the Nettings are fasten'd, and are

sup-

ſupported by Stanchions. That Piece
Timber is alſo call'd a Roof-Tree, that
us'd upon Occaſion, to be lay'd over th
Half-Deck, for Nettings, or any Sail,
Pieces of Canvas to be laid upon it.

Room; is large, broad and ſpacio
within Board.

Ropes. Generally all the Cordage b
longing to a Ship, is call'd by the Na
of Ropes; ſo a Cable is ſaid to be a go
Rope, or a bad Rope; but in particul
there are ſome that have the Word Ro
added to their diſtinctive Appellatio
and are, *an Entring-Rope*, *a Bolt-Rope*,
Buoy-Rope, *a Gueſt-Rope*, *a Keel-Rope*, *a T*
Rope, *a Bucket-Rope*, *a Rudder-Rope*, *a F*
venture-Rope, and *a Breſt-Rope*. All wh
ſee in their Places.

Rope-Yarns; are the Yarn of any Ro
untwiſted, or more commonly of
Ends of worn Cables, and are for m
Uſes; as to ſerve ſmall Ropes with,
make Sinnet for Maſts, or the like;
alſo *Kneetles*, which are two of them t
ſted together, and *Caburns*. They are
ſo to wake up the Yard-Arms of the Sa

Rove and *Clinch*. The Rove is the li
Iron Plate to which the Clinch-Nails
clinch'd: And thus the Planks of Clinc
Boats are faſten'd together; which
of Work is call'd, *Rove* and *Clinch*.

The Round-Houſe; is the uppermoſt R
on the Stern of a Ship, and common
the Maſter's Cabbin.

Round

Round-in; is a Term us'd to the Main and Fore-Sail: When the Wind larges upon them, they let riſe the Main or Fore-Tack, and hale aft the Fore-Sheat to the *Cat-Head*, and the Main-Sheat to the *Cabridge-Head*, which they call, *Rounding aft*, or Rounding in the Sail.

The Rowl; is the round Piece of Wood or Iron through which the Whip goes, being made to turn about, that it may carry over the Whip with more Eaſe from Side to Side.

Rowſe-in; is the Term us'd when a Cable and Hawſer lies ſlack in the Water, and they would have it made taught; but this Word is not us'd in haling in of any other Rope.

The Rudder; is that Piece of Timber which hangs at the Stern-Poſt of the Ship, on four, five, or ſix Irons, call'd Pintels, fitted for the Gudgins of the Stern-Poſt; and this is the Bridle that turns and winds the Ship any Way; for as this is turn'd, ſo the Ship's Head anſwers, and turns with it. The putting on of the Rudder is call'd, Hanging of it. The Part or Edge of it next the Stern-Poſt is call'd, the Inſide; and the aftermoſt Part, the Rake of the Rudder.

The Rudder-Rope; is a Rope or Strap reev'd into one Hole of the Rudder, near the Head, and ſo likewiſe through the Stern-Poſt, and both Ends ſplic'd together; and ſerves to ſave the Rudder, if it chance to be beaten off, when the Ship ſticks aground.

Rudder-

Rudder-Irons; are the Cheeks of th
Iron, whereof the Pintel is part; an
theſe are faſten'd and nail'd round abo
the Rake of the Rudder.

To Rummidge; is to remove any Goo
or Luggage out of any Place betwi
Decks; but moſt commonly this Word
us'd to remove and clear Things in th
Ship's Hould, ſo that it may be we
ſtow'd.

The Run; is that Part of the Ship's Hu
which is under Water, and comes thi
ner and lanker away by Degrees, from th
Floor-Timber along to the Stern-Po
It is alſo call'd, *The Ship's Way afterward*
becauſe, as ſhe has either a good or ba
Run, ſo the Water paſſes away ſwiftly
ſlowly alongſt her, and the Ship mak
more Way. A Ship is ſaid to have
good Run, when it is long, and comes o
handſomely by Degrees, and her Ta
does not lie too low, which hinders th
Water from coming ſwiftly and ſtrong
to the Rudder. The Run is of great Co
ſequence for the Ship's ſailing; for if th
Water come not ſwiftly to the Rudde
ſhe will not ſteer well; and the Ship th
does not ſteer well, cannot ſail we
Merchant-Men do not generally give
much Run as Men of War, becauſe th
Narrowing in of the Ships below loſ
much Stowage.

Rung-Heads; are the Heads or Ends
the Rungs, which are made a little co
paſſing, and do, as it were, lead or dire
t

he Sweep and Mould of the *Futtocks*; or in theſe Rungs, the Lines which give he Compaſs and Bearing of the Ship be-in. The outward Ends of the Hooks, hich are in the ſame manner compaſ-ng, are alſo call'd *Rung-Heads*; for the eeper, which is bolted in the other *ng-Heads*, is alſo bolted into theſe.

The Rungs; are the Ground-Timbers at make the Floor of the Ship. They e bolted into the Keel, and are ſtrait, cept at the Ends, where they begin to mpaſs a little.

The Runner; is a Rope that is partly longing to the Garnet and the two olt-Tackles; that before, which comes the aftermoſt Shrowds of the Fore-aſt; and that Tackle abaft, which comes the foremoſt Shrowds of the Main-aſt. It is reev'd in a ſingle Block, hich is ſeaz'd to the End of the Pen-nt, and has at one End a Hook to hitch o any thing, and at the other End a uble Block, in which is reev'd the Fall the Tackle, or the Garnet, which pur-aſes more than the Tackle or Garnet ould do without it; and therefore this us'd to heavy Things: But for lighter, ey only uſe the Tackle with the Hook, hich is ſeaz'd to the ſtanding Part of e Fall. To over-hale the Runner, is pull down that End which has the ook in it, to hitch it into the Sling, or e like.

S.

Sails. Every Yard in the Ship has
Sail belonging to it, from which
takes its Name. The Head-Sails, whic
are thoſe belonging to the Fore-Maſt an
Boltſprit, keep the Ship from the Win
and are us'd to flat her. The After-Sail
that is, the Main-Maſt and Mizzen-Sail
keep her to the Wind; and therefore fe
Ships are ſo good Condition'd as to ſte
Quarter-Winds with one Sail, but mu
have one After-Sail, and another Hea
Sail, to countermand one another. It
common at Sea to call a Ship a Sail;
when they ſpy a Ship, they cry, A Sa
A Sail. The Sails are cut in Proportio
as the Maſts and Yards are in Length a
Breadth to one another, excepting t
Mizzen and Sprit-Sail; for the Mizze
Sail is cut by the *Leetch*, twice as deep
the Maſt is long from the Deck to t
Hownds; and the Sprit-Sail is thr
Quarters as the Fore-Sail. Every o
knows, that the Sails are compos'd of
veral Breadths of Canvas ſew'd togeth
according to the Bigneſs of the Ship, a
are, as it were, her Wings; which, w
the Help of the Wind, carry her
There have been, and ſtill are, many ſo
of Sails, as well in regard to the Mat
they are made of, as their Form or Sha
The ancient *Gauls* had Sails made of L
ther; and the Inhabitants of the Iſland

Borneo uſe ſuch to this Day. The *Chineſes* make theirs of Cane, like Maſts. The People of *Bantam* weave a ſort of Graſs and Leaves together for this Uſe. The Natives of Cape *Tres-Puntas* have Sails made of Straw and Ruſhes. The *Turks* make theirs of Cotton: And all the *Europeans* of Sail-Cloth. The Sails belonging to a Ship are theſe; the *Sprit-Sail*, which hangs over the Ship's Head at the Boltſprit; the *Sprit-Sail-Top-Sail*, hanging juſt over the Sprit-Sail; the *Fore-Sail*, at the Fore-Maſt; the *Fore-Top-Sail*, at the Fore-Top-Maſt; and the *Fore-Topgallant-Sail*, at the Fore-Topgallant-Maſt. Then the *Main-Sail*, which is the biggeſt, at the Main-Maſt; the *Main-Top-Sail*, over the other at the Main-Top-Maſt; and the *Main-Topgallant-Sail*, over that again at the Main-Topgallant-Maſt. Laſtly, the *Mizzen-Sail*, a-ſtern at the Mizzen-Maſt; and this differs in Shape from all the reſt, which are ſquare, and this triangular; and the *Mizzen-Top-Sail*, which is like the other Sails. Beſides theſe, there are *Stay-Sails*, to crowd in upon Occaſion; but theſe not ſo common in Uſe.

Sands; are great Banks of Sand in the Sea, dangerous to Ships.

To Serve; is to lay Sinnet, Spun-Yarn, Rope-Yarn, a Piece of Canvas, or any ſuch Thing, upon a Rope, and rowl it faſt about to keep it from gauling, where there is Danger of their fretting or wearing out againſt any Part of the Ship.

A Scarf; is the End of one Timber le into the End of another, very close an even, or, as the Seamen call it, *Wood an Wood*; that is, as much taken away of th one as of the other. So the Stem fasten'd to the Keel, which is call'd, *t Scarf of the Keel.*

Scupper-Holes, Scupper-Leathers, Scuppe Nails. Vide *Skuppers.*

A Scuttle; is a square Hole, big enoug for a Man conveniently to go throug cut through any Hatch, or other Part the Deck, to go down by into any Roo or Part under the Deck. Of these, the is one close before the Main-Mast; o in the Hatch-way for the Steward's-Roo one in the Gun-Room to go down in the Stern-Sheats; one in the Mizzen-Ca bin to go down into the Captain's Cabbi and so in other Places. Besides, all t little Windows and Holes that are c out aloft in the Captain's or Maste Cabbins, are call'd Scuttles.

The Sea: All Men know to be the gre Collection of Waters, which separates o Part of the World from another.

Sea-Board; is the Side that is out Seaward, and fromward the Land.

Sea-Card. Vide *Card.*

Sea-Drags; are any Thing that han over the Ship in the Sea, as Shir Gowns, or the like; and so the Bo when it is tow'd a-Stern, or any ot Thing that hinders the Ship's Way, is c led, a Drag.

Sea-Gate; is a Billow or Wave, or the rising Surge of the rowling Sea.

Seams. The Seams of a Ship are the Joints, or meeting together of the Planks.

To Seaſe, or *Seaſing*; is to make faſt, or bind any Ropes together with ſome ſmall Rope-Yarn, Marling, or any Line; as alſo the faſtening of a Block at the End of a Pendant, Tackle, Fall, Garnet, or the like. In ſhort, the Word Seaſing in general ſignifies, binding any Thing together, ſo as they cannot part or ſlip aſunder.

The Boat's Seaſing; is a Rope made faſt into a little Chain or Ring, in Foreſhip of the Boat; and by it, in Harbour, they make faſt the Boat to the Ship's Side.

Sea-Yoke. When the Sea is ſo rough, or rown, as Seamen call it, that Men cannot govern the Helm with their Hands, hen they ſeaſe two Blocks to the Helm, n each Side one, at the very End of it; nd reeving two ſmall Ropes, call'd Falls, hrough them, which are faſten'd to the hip's Sides, and ſo having Men at each Tackle, they thus govern the Helm by hem, as they are directed. There is alſo another Way, which is, by taking a double Turn about the End of the Helm with a ſingle Rope, which being belay'd faſt to the Ship's Sides, they therewith guide the Helm; and either of theſe Ways is call'd a Yoke, or Sea-Yoke to ſteer by.

A Seel. There is no Difference betwixt Seeling and Heeling; but that the Heeling

is a ſteady lying down of the Ship on a Side, either a Ground, at an Anchor, or under Sail: And *Seeling*, is a ſudden lying down, or tumbling to one Side or the other, when the Sea forſakes her; that is, when the Wave of the Sea is paſs'd from under her, faſter than ſhe can drive away with it. The *Lee-Seel*, is when ſhe rowls to the Leeward, wherein there is no Danger, tho' it be in a great Storm, becauſe the Sea will preſently come under and right her; but when ſhe rowls back to Windward, the Danger is leſt ſhe ſhould come over too ſhort and ſuddenly, and ſo the Water break right into and founder her. So that Seeling is but a ſudden Heeling.

To Send. When a Ship, either under Sail, or at an Anchor, falls with her Head or with her Stern deep in the Trough of the Sea, they ſay, ſhe Sends much either a-Stern or a-Head. The Reaſon of Sending with her Head is, her having a little Bow not ſufficient to bear her up, and a fat Quarter to pitch her forward; and ſo for her Sending a-Stern, it is contrary, when ſhe has too lank a Quarter, and too full a Bow.

Serpentine Powder. Vide *Powder.*

To Set the Land, the Sun, or *the Ships, by the Compaſs*; is to obſerve by the Compaſs how the Land bears upon any Point of the Compaſs, and is commonly us'd when a Ship is going out to Sea from any Land, to mark how the Land bears off from them, for the keeping the better

Ac-

Account, and directing their Courſe. They alſo uſe to Set the Sun by the Compaſs; and that is, to obſerve upon what Point the Sun is at that Time, and ſo to know the Hour of the Day. Beſides, when two Ships ſail in Sight of one another, and eſpecially when a Man of War chaſes another Ship, they will Set her by the Compaſs; that is, mark her upon what Point ſhe bears: Then if they ſtand both one Way, as commonly they do, and the Chaſed ſtrives to make away, by this it is known whether the Chaſer gets upon her or no; for if the Chaſer brings her forward on, ſhe out-ſails her; if aft, the Chaſer is out-ſail'd; and if ſhe alter not, then they both go alike.

Set the Mizzen; is, fit the Mizzen-Sail.

Set-Bolts. Vide *Bolts.*

Set taught the Shrowds; is, hale or pull them ſo as they may hang tighter, or not ſo looſe.

To Settle a Deck; is to lay it lower than it was.

Sewing, or *to Sew.* When the Water is gone from the Ship, ſo that ſhe lies dry, they ſay, the Ship is Sew'd; or if it be but gone from any Port at her Head, they ſay, the Ship is Sew'd a-Head: If it be a Place where the Water ebbs ſo much, that the Ship may lie dry round, then they ſay, ſhe cannot Sew there.

Shackles; are a ſort of Rings, tho' not round, but ſomewhat longiſh and larger at one End than the other, in the Middle of

the Ports, on the one Side: They are us'd to ſhut faſt the Ports with a Billet, which ſerves for a Bar to them. There are others of the ſame Faſhion, but ſmall ones, made faſt to the Corners of the Hatches, to lift them up by.

A Shallop. Vide *Boat.*

The Shank; is the longeſt Part of the Anchor, being that which runs from the Arms to the Ring and Beam.

Shank-Painter; is a ſhort Chain, faſten'd under the Fore-Maſt-Shrowds, with a Bolt to the Ship's Side; and at the other End has a Rope: Upon the Chain reſts the whole Weight of the after-part of the Anchor, when it lies by the Ship's Side; and the Rope by which it is hal'd up is made faſt about a Timber-Head. This is ſeldom or never us'd at Sea, but only in Harbour, or a Road.

The Sheats; are bent to the Clew of all the Sails, and in all the low ones ſerve to hale aft the Clew of the Sail; but in Top-ſails to hale home; that is, hale cloſe the Clew of the Sail to the Yard-Arms. When they hale aft the Sheat of the Fore-Sail, it is to make her fall off from the Wind. When the Ship will not fall off from the Wind, they flat in the Fore-Sheat; that is, pull the Sail flat in by the Sheat, as near to the Ship's Side as may be. *Eaſe the Sheat*; is, veer out, or let go a little of it. *Let fly the Sheat*; is, let it run out as far as it will, and then the Sail will hold no Wind, but hang floating looſe

looſe. Thoſe Planks under Water, which come along the Run of the Ship, and are clos'd to the Stern-Poſt, are alſo call'd Sheats; and that Part within Board, abaft, in the Run of the Ship, is call'd, the *Stern-Sheats*.

Sheathing; is caſing a Ship, or covering all that is under Water, or a very little above, with Boards, and Hair and Tar laid betwixt the Ship's Sides and thoſe Boards; the Uſe of it being to keep the Worms from eating through the Planks, as is frequent in the Southern Parts. The thinner the Boards, the better; for then the Worm comes preſently to the Tar, which it cannot abide; and therefore cannot faſten upon the Plank. There has been Sheathing with thin Lead; but that is more chargeable, and heavy.

Sheer-Hooks; are great Iron Hooks, in the Nature of ſmall Sickles, ſet into the Arms of the Main and Fore-Yards; the Uſe of them, to tear and cut the Sails and Shrowds of another Ship that ſhall come to Board under Sail; but they are little us'd, being very dangerous for breaking off their own Yards, if the Hook ſhould chance to catch in the other Ship's Maſt or Yard.

Sheering; is when a Ship in her ſailing is not ſteddily ſteer'd, but goes in and out: And where a Tide-Gate runs very ſwift, the Ship will ſheer in and out, and ſo much in ſome Places, that they are fain to have one ſtand at the Helm to ſteer

her upon the Tide, for fear ſhe may ſheer her Anchors home, or ſheer aground, if ſhe is near the Shore.

Sheers; are two Maſts, Yards or Poles, ſet up an End a good Diſtance from each other at Bottom, and ſeas'd acroſs one another near the Top. To this Seaſing is faſten'd a double Block, with a Strap; and they are plac'd below upon the Chain-Wales of the Shrowds, and laſh'd faſt to the Ship's Sides, to keep them ſteddy aloft. Their Uſe is either to ſet in a Maſt, or take it out; or elſe they ſerve to hoiſe Goods in or out of Boats that have no Maſts.

Sheevers. There are two Sorts of them, either of Braſs or Wood; the Braſs ones little us'd, but in the Heels of the Top-Maſts; the Wooden ones are either of one whole Piece, and theſe they uſe for all ſmall Pullies and ſmall Blocks; but in the Knights and the Winding-Tackle Blocks, they uſe Sheevers made of Quarters of Wood, let into one another, becauſe they will hold, when the whole Sheevers will ſplit.

A Ship; is well known to be a Veſſel made of Timbers and Planks, fit to float upon the Water, and to make Way by the Help of its Maſts, Rigging, Yards and Sails.

A Ship of Charge; is one that draws much Water; ſometimes one that is unweildy at Sea, ſo call'd, becauſe ſhe is dangerous; or a Ship of great Burden.

Shoal-

Shoal-Keel. Vide *Keel.*

Shoaling: When the Water, coming towards the Shore, grows ſhallow by Degrees, and not too ſuddenly; nor is ſometimes deep and ſometimes ſhallow; and it is ſafe and commodious going in with the Shore: This is call'd good Shoaling, and ſo the contrary is bad.

To Shooe the Anchor; is to put Boards to the Flooks, in the ſame Form of them, to make them broader than they were; which is done where the Ground is ſo ſoft and owzie that the Anchors cannot hold.

The Shore; is the Land next the Sea, or the Bank of the Sea; the Lee-Shore, that on which the Wind blows; the Weather-Shore, that from whence the Wind comes.

Shores; are any Pieces of Timber or other Thing ſet to bear up another from ſinking or falling. Alſo ſome Timbers ſet to bear up a Deck, when it is weak, or over-charg'd with Weight, are call'd Shores.

Shot. There are ſeveral Sorts of it; the Round flies fartheſt, and pierces moſt; the next is Croſs-Bar, good to deſtroy Ropes, Sails and Maſts; a third Langrel, which will not fly ſo far, but tears Rigging, and makes Havock among Men; ſo is Caſe-Shot and Chain-Shot, being proper to ply it among Men that ſtand expos'd to the ſmall Shot.

A Shot of Cable; is two Cables ſplic'd together; the Uſe of them in very deep Wa-

Waters and great Roads, becauſe a Ship rides eaſier by one ſuch Shot, than by three ſhort Cables. Vide *Ride.*

Showl, and *Shallow*, is one and the ſame Thing.

Showling. Vide *Shoaling.*

Shrowds; are thoſe Ropes which come from either Side the Tops of the Maſts down to the Ship's Sides, and are like Ladders to go up to the Tops. There are the Fore, Main, and Mizzen-Shrowds, having at the lower End Dead-Mens-Eyes ſeaz'd to them, and are ſet up taught by Lanniers to the Chains, which have alſo Dead-Mens-Eyes in them. At the other End they are faſten'd over the Head of the Maſt; the Pendants, Fore-Tackle and Swifters, being firſt put on under them. At this uppermoſt Part they are ſew'd, to prevent gauling againſt the Maſt. The Top-Maſt-Shrowds are in like manner faſten'd with Dead-Mens-Eyes and Lanniers to the Puttocks and the Plates of Iron that belong to them, and then again aloft over the Head of the Top-Maſt. *Eaſe*, or, *Slack the Shrowds*; is to let them a little looſer, when they are too ſtiff ſet up. *Set taught the Shrowds*, or, *Set up the Shrowds*; is to draw them tighter, when too looſe.

Sidnet, or *Sinnet*; is a Line or String made of Rope-Yarn, of two, ſix, or nine, platted one over another, and ſo beaten ſmooth and flat with a Mallet. The Uſe of it is to ſarve Ropes; that is, to wind

wind about them, to keep them from wearing.

The Skeg; is that little Part of the Keel which is cut ſlanting, and left a little without the Stern-Poſt. The Deſign and Uſe of it is to keep the Rudder from beating off, if the Ship happen to be aground. Yet theſe Skegs are very uſeleſs and inconvenient, for they are apt to ſnap off, and ſo endanger the Stern-Poſt. Beſides, in a Harbour or River, where many Ships ride, they are apt to catch another Ship's Cable betwixt them and the Rudder. Laſtly, when a Ship is under Sail, they hold much dead Water betwixt them and the Rudder: Wherefore it is better to have no Skeg, but to hang the Rudder down cloſe to the Stern-Poſt, with the Bottom even to the Bottom of the Keel, only par'd away a little towards the aftermoſt Side of it.

Skiff. Vide *Boat.*

Skuppers, or *Skupper-Holes*; are the Holes cloſe to all the Decks, through the Ship's Sides, through which the Water runs out of the Ship from the Decks.

Skupper-Leathers; are the round Leathers nail'd over the Skupper-Holes, that belong to the lower Deck, which keep out the Sea-Water from coming in, and yet let any Water run out from the Deck. They are alſo over the Skuppers of the Manger.

Skupper-Nails; are little ſhort Nails, with broad Heads, made on purpoſe to nail

nail on the Skupper-Leathers; and with the ſame they nail on the Coats of the Maſts and Pumps.

A Slatch. When any Part of a Cable or Rope, that is, of the Middle, not the End, hangs ſlack without the Ship in the Water, or looſe by the Ship's Side, they call that, *a Slatch*, and ſay, *Hale up the Slatch of the Rope or Cable.* So when it has been a Fit of foul Weather, and there comes an Interval or ſhort Time of fair Weather to ſerve their Turn, they call it, *a Slatch of fair Weather*, or the contrary.

Sleepers; are thoſe Timbers which lie fore and aft the Bottom of the Ship, on either Side the Keelſon, as the Rung-Heads do go. The lowermoſt of theſe is bolted to the Rung-Heads, and the uppermoſt to the Futtocks; and ſo between them they ſtrengthen and bind faſt the Futtocks and the Rungs, which are let down one by another, and have no other Binding but the Sleepers.

Slings. The firſt Sort of them is to ſling Casks in, or the like, which are made of a Rope ſplic'd at either End into it ſelf, making an Eye at either End, large enough to receive into it the Cask; and then they ſeaze together the middle Part of the Rope, and ſo make another Eye to hitch in the Hook of the Tackle or Garnet. Another Sort of Slings are made long, with a ſmall Eye at either End, to put the one over the Breech of a Gun; the other to come over the End

of an Iron Crow, which is put into the Mouth of the Piece, and ſo by them they hoiſe it in. A third Sort is any Rope or Chain wherewith they bind faſt the Yards aloft to the Croſs-Trees, and the Head of the Maſt; to the end, that if the Ties ſhould break, the Yards may not come down. Theſe *Slings* are us'd in Time of Fight, for fear of cutting the Ties.

To Sling; is to make faſt any Cask, Gun, Yard, or the like, in a Pair of Slings.

Smalcraft. This Word ſignifies all Lines, Nets and Hooks, that ſerve for catching of Fiſh; as alſo all ſmall Veſſels, ſuch as Ketches, Hoys, and the like.

A Smitting-Line; is a ſmall Rope made faſt to the Mizzen-Yard-Arm, below next the Deck; and when the Mizzen-Sail is furthel'd up, this is made up alongſt with it to the upper End of the Yard, the Sail being made up with Rope-Yarns, and ſo comes down to the Poop. The Uſe of it is to looſe the Mizzen-Sail, without ſtriking down the Yard; for they pull the Rope, which breaks all the Rope-Yarns, and the Sail comes down.

A Snatch-Block; is a great Block with a Sheever in it, and a Notch cut through one of the Cheeks of it, by which Notch they reeve any Rope into it; and this is for Quickneſs to reeve the Rope in, for by this Notch they may reeve the middle part of the Rope into the Block, without paſſing it in by the End, which would be

be longer a doing. It is generally made faſt with a Strap about the Main-Maſt, cloſe to the upper Deck, and is chiefly us'd for the Fall of the Winding-Tackle, which is reev'd in the Block, and ſo brought to the Capſtain.

Sockets. The Holes into which the Pintles of the Murderers, Fore-locks, or the like, are plac'd, are call'd Sockets; and ſome call the Gudgins, in which the Pintles of the Rudder hang, by the ſame Name.

A Sound; is any great Indraught of the Sea, betwixt two Head-Lands, where there is no Paſſage through, as *Plimouth* Sound, *&c.* But when we ſay abſolutely the Sound, it is meant of that Sea betwixt *Germany*, *Denmark* and *Sweden*, which is the greateſt we know of; otherwiſe call'd the *Baltick* Sea.

To Sound; is to try the Depth of the Water with a Line or Pole, or any Way whatever. So when they would know what Water is in the Well of the Pump they put down a ſmall Line with a Weight to it, and that is call'd, Sounding the Pump. Vide *Deep-Sea-Lead.* When they would Sound, the Expreſſion us'd is, *Heave the Lead.*

The Sounding-Lead; is as the Deep-Sea-Lead for Sounding; but it is commonly only 7 Pounds Weight, and about 12 Inches long.

The Sounding-Line. The Difference betwixt this and the Deep-Sea-Line, is this

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the Sounding-Line is bigger than the Deep-Sea-Line: It is commonly cut to twenty Faddom, or little more; whereas the other is an Hundred, or two Hundred. The one is us'd in ſhowl, the other in deep Water. The Deep-Sea-Line is firſt mark'd at twenty Faddom, and ſo to thirty, forty, *&c.* but the Sounding-Line is mark'd at two Faddom next the Lead, with a Piece of Black Leather put into it betwixt the Strands, and the like at three Faddom; at five, a Piece of White Woollen Cloth; at ſeven Faddom, a Piece of Red Cloth; at ten, a Piece of Leather; at fifteen Faddom, either a White Cloth, or a Piece of Leather; and then it is mark'd no farther. This may be us'd under Sail; but the Deep-Sea-Line cannot with any Certainty.

Spar-Deck. Vide *Deck.*

Speeks; are like great Iron Pins, with flat Heads, and of ſeveral Lengths, as ſome a Foot or two long; ſome of them are ragged, that they may not draw out again. They are us'd in many Places for faſtening of Timbers and Planks. In foul Weather, they uſe to ſpeek up the Guns; that is, nail down a Quoin to the Deck, cloſe to the Breech of the Carriage, to help keep up the Piece ſtrong to the Ship's Side, leſt it ſhould break looſe when the Ship rowls.

A Spell; is a Turn, or certain Time of working, or plying any Labour, and ſo giving over for others to ſucceed in

Courſe:

Courſe: So when they pump an Hundred Strokes, or a Glaſs, they call it, a Spell. *A Freſh Spell*, is others to come to take their Turn for ſuch a Time at the Work. This Word is commonly us'd only for Pumping and Rowing.

To Spell. When a Sail has much Wind in it, and they would let the Wind out of it, either to take it in, or for fear of wronging the Maſts, they ſay, *Spell the Sail*; and this is done by letting go the Sheats and Bowlings, and bracing the Weather-Brace in the Wind: Then the Sail will lie all looſe in the Wind. This Word is moſt commonly us'd to the Mizzen-Sail; for when they take it in, or ſpeek it up, they ſay, *Spell the Mizzen.*

To Spend; is to break; for they ſay they have ſpent their Maſt or Yard, when it is broke by foul Weather, or the like. But if this happen in Fight, they do not uſe the Word Spent, but ſhot by the Board, or carry'd away by the Board with a Shot, or with another Ship's Maſts or Yards, that is bigger or ſtronger.

Spiked; is when Iron Nails or Spikes are drove into the Touch-hole of a Gun by an Enemy, which makes it unfit for Service.

The Spindle; is the ſmalleſt Part of the Capſtain, which is betwixt the two Decks. To the Spindle of the Jeer-Capſtain, there are Whelps to heave the Viol.

To Splice; is to make faſt the Ends of Ropes one into another, by opening the Strand

Strands at the Ends of both Ropes, and then, with a Fid, laying every Strand orderly one into another. Alſo when an Eye is to be made at the End of any Rope, they undo the Strands at the End of the Rope with a Fid, and draw them into the Ends of the other; and ſo weaving them orderly, make a Splice, and ſeaſe the Ends down with ſome Sinnet, or the like. There are theſe Sorts of Splices: The round Splice; that is, the ſplicing the Ends of two Ropes one into another, as has been deſcrib'd; and the Cunt-Splice; which is, when the End of one Rope is ſplic'd into another Rope, at ſome Diſtance from the End, and not one End into another, like the firſt: Then they will make a long Slit, as it were betwixt them; which is the Reaſon of the Name.

Split. When the Wind has blown a Sail in Pieces, they ſay, *The Sail is ſplit*; and ſo when the Sheevers break, they ſay, they ſplit: And if a Shot breaks the Carriage of a Gun, they ſay, it has ſplit the Carriage.

To Spoon, or *Spooning*; is putting a Ship right before the Wind and the Sea, without any Sail, which is call'd, Spooning before; which is commonly done when in a great Storm a Ship is ſo weak, with Age or labouring, that they dare not lay her under the Sea. Sometimes, to make a Ship go the ſteadier, they ſet the Fore-Sail, which is call'd, *Spooning with the Fore-Sail.* They muſt be ſure of Sea-Room enough when they do this.

To

To Spring. When a Maſt is only crack'd in any Part, as at the Hownds, Partners, or elſewhere, they ſay, *it is ſprung*. *To ſpring a Leak*, is when with Streſs of Weather ſomething gives Way, and lets in the Water. *To ſpring ones Loof*. Vide *Loof*.

The Spring, or *Spring-Tide*; is when, after the Dead-Neaps, the Tides begin to riſe and run higher; and this begins about three Days before the Full and Change of the Moon; and the Top of Higheſt of the Spring is three Days after. Then the Water ſwells higheſt with the Flood, and falls loweſt with the Ebb; and they run much ſtronger and ſwifter than in the Neaps: And this is the Time to launch and grave Ships.

To ſpring a-But; is when a Plank is looſe at one End; for a *But* is properly the End of a Plank joining to another, on the outſide of a Ship under Water.

Sprit-Sail. Vide *Sail*.

Sprit-Sail-Top-Sail. Vide *Sail*.

Sprit-Sail-Top-Maſt. Vide *Maſt*.

Sprit-Sail-Yard. Vide *Yard*.

A Spunge; is that which makes a Gun clean within, both before charging and after firing. In Fight, to keep the Gun from heating, they wet the Spunges with Urine, Vinegar, Water, or ſuch as they have. The Spunge is made of Sheep-skins, lapp'd about the End of a Staff, ſo thick, that it may go in full and cloſe but not too ſtreight.

Spun-Yarn; is Rope-Yarn; the End ſcrap'd thin, and ſo ſpun one to the End of another with a Wrench, ſo to make it as long as they pleaſe; and is us'd to ſarve Ropes with, and alſo to make Caburn of.

Spurkets; are the Holes or Spaces betwixt the *Futtocks* or the *Rungs* by the Ship's Sides, fore and aft, below and above. There are Boards fitted to the *Spurkets* which are below the Sleepers, in the Hould, which they take up to clear the Spurkets if any Ballaſt get between the Timbers. But for thoſe aloft, there is no Uſe.

Standing-Parts of Running Ropes; are thoſe Parts of Running Ropes, or rather the Ends of them, which are any where made faſt to the Ship, to diſtinguiſh them from the other Parts by which they uſe to hale. So when they ſay, *Hale the Sheat*, that is meant by the running Part: But if they ſay, *Over-hale the Sheat*, then they hale upon the Standing Part; and the ſame is to be underſtood in all Tackles and Running Ropes

Standing-Quoyns. Vide *Quoyns*.

Standing-Ropes; are all ſuch Ropes as uſe not to be remov'd, or to run in any Blocks; but only are ſet taughter or ſlacker, as they have Occaſion, as the *Shrowd-Stays*, and the *Back-Stays*, &c.

To Stay, or *bring a Ship to Stay*. When the Ship is to tack, before ſhe can be ready ſo to do, ſhe muſt come *a-Stays*, or *a-Back-Stays*; at which Time the Wind comes

comes in at the Bow, which before wa
the Lee-Bow, and ſo drives all the Sail
backwards againſt the Maſts and Shrowd
ſo that the Ship has no Way, but drive
with her Broad-Side. The Method o
doing it, is all at once to bear up th
Helm, let fly the Sheat of the Fore-Sail, le
go the Fore-Bowling, and brace the We
ther-Brace of the Fore-Sail, the Top an
Topgallant-Sail, and keep faſt their Sheat
If the Sprit-Sail be out, they let go th
Sprit-Sail-Sheat with the Fore-Sheat, an
brace the Weather-Brace. The Tack
Sheats, Braces, and Bowlings of the Mai
Sail, Main-Top-Sail, and Mizzen, ſtan
faſt as they did, to be taken a-Stays.

Stays, and *Back-Stays*. All the Maſt
Top-Maſts, and Flag-Staves, have Stay
excepting the Sprit-Sail-Top-Maſt. Th
Main-Stay is made faſt by a Lannier to
Collar, which comes about the Knee
the Head. The Main-Top-Maſt-Stay
made faſt into the Head of the Fore-Ma
by a Strop and a Dead-Man's-Eye ther
The Main-Topgallant-Maſt is in li
manner made faſt to the Head of t
Fore-Top-Maſt; the Fore-Maſt, and oth
Maſts belonging to it, are in the ſam
manner ſtay'd at the Boltſprit and Spri
Sail-Top-Maſt; and theſe ſame Stays
alſo help to ſave the Boltſprit. T
Mizzen-Stay comes to the Main-Maſt
the Half-Deck; and its Top-Maſt-Sta
come to the Shrowds with Crows-Fe
The Uſe of the Stays is to keep the Ma
fro

from falling aftward towards the Poop. The Back-Stays of all Masts, which have them, being only the Main, and Fore-Mast, and other Masts belonging to them, go down to either Side of the Ship, and are to keep the Masts from pitching forward on over Board.

Steady; is a Word us'd by him that commands to the Steersman, which is to keep the Ship from going in and out, or in the Sea Phrase, from making Yaws.

To Steer; is to govern the Ship with the Helm. There are three Sorts of Directions to steer by, the one by the Land; that is, by any Mark on the Land, and so to keep the Ship even by that; and this is easy. The next by the Compass; that is, to keep her upon a Point of the Compass, which is harder, because the Ship's Head will come before the Compass. The third is to steer to, as they are directed, or conded, which is the easiest of all. For the Terms of *Steering*, Vide *Wind*. He steers best, who keeps the Ship nearest from yawing in and out, and uses least Motion in putting the Helm too far over.

The Steeridge; is the Place where they steer, whence they may see the Leetch of the Sails, to perceive whether they be in the Wind or not.

The Stem; is that great Timber which comes compassing from the Keel, into which it is scarf'd up before the Fore-castle; and this guides the Rake of the Ship.

Ship. To give a Ship the Stem, is to run right upon her with the Stem. To go ſtemming aboard a Ship, is the ſame as giving a Ship the Stem.

A Step; is that Piece of Timber which is made faſt to the Keelſon, in which the Main-Maſt ſtands: And ſo thoſe are alſo *Steps* in which the Fore-Maſt, the Mizen-Maſt, and the Capſtain, ſtand.

The Stern; is all the aftermoſt Part of the Ship in general; but more particularly, only the outwardmoſt Part abaft it the Stern; the Quarter being counted from the Steeridge to the Tranſome and Faſhion-Piece of the Stern.

Stern the Buoy. Vide *Buoy.*

Stern-Chaſe; is when a Ship is ſo built as to carry many Guns to ſhoot right aft and when ſhe can do this, they ſay, ſhe has a good Stern-Chaſe.

A Stern-Faſt; is a Cable or Hawſe brought through the Cat-Holes, which are above the Gun-Room Ports a-Stern by which the Ship is heav'd a-Stern upon Occaſion.

To Steve, or *Stewing*. When the Bolt ſprit or Beak-head ſtands too upright, and not ſtrait forward enough, they ſay, *ſteves*. Merchants call ſtowing of their Cottons, which they force in with Skrews ſo hard, that the Decks will riſe ſome Inches, *Stewing of Cottons.*

The Steward; is an Officer, whoſe Buſineſs it is to receive the whole Maſs of Victuals from the Purſer; to ſee it we

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and conveniently ſtow'd in the Hould; to look well to it when there; to take into his Cuſtody all the Candles and other Things of that Nature belonging to the Ship; to take Care of the Bread in the Bread-Room; and to ſhare out the Proportions of all the ſeveral Meſſes in the Ship.

The Steward's Room; is a peculiar Part in the Hould aſſign'd for the Steward to ſtow the Proviſions; and there he ſleeps and eats.

A Stirrop. When a Ship by any Miſchance has loſt a Piece of her Keel, and they cannot well come to mend it, but only patch a new Piece into it, they bind it with an Iron, which comes under the Keel, and ſo upon either Side of the Ship, where it is nail'd very ſtrong with Speeks to ſtrengthen it; and this Piece ſo put to the Keel they call a Stirrop.

Stoak'd. When the Water cannot come to the Well, they ſay, *The Ship is ſtoak'd*; which is, when the *Limber-Holes* are ſtopped with Ballaſt, or any other Thing, ſo that the Water cannot paſs; and then they ſay, *The Limbers are ſtoak'd*: Or when any thing is got to the Bottom of the Pump, ſo that it cannot draw Water, they ſay, *The Pump is ſtoak'd.*

Stop. When they come to an Anchor, and have let run out as much Cable as they think ſufficient to make the Ship ride; or if they be in a Current, where it is beſt to ſtop her a little by Degrees,

they ſay, *Stop the Ship*; that is, hold faſt the Cable, and then veer out a little more, and then ſtop her quite to let her ride. For ſtopping Leaks, Vide *Leaks*.

A Stopper; is a Piece of Rope with a Wale-Knot at one End, and a Lannier ſplic'd to it, and the other End made faſt to ſome Part; as the Stoppers for the Cables to the Bottom of the Bits by the Deck; the Stoppers of the Main-Halliards to the Knight. The Uſe of them is chiefly for the Cables, to ſtop them when they come to an Anchor, that it may go out by little and little; which is done by binding the Wale-Knot about the Cable with the Lanniers, and it will catch hold, ſo that it cannot ſlip away, as the Nippers do, which hold off the Cable. The Term us'd in this Caſe is, *laying on the Stoppers*, and *caſting off the Stoppers*. They are alſo us'd to the Halliards, when the Yard is hois'd aloft, to ſtop it till the Halliards are belay'd. A Ship rides by the Stoppers, when the Cable is not bitted, but only held faſt by them, which is not ſafe riding in a Streſs.

A Storm; is a boiſterous Wind, yet reckoned a Degree lower than a Tempeſt.

To Stow; is to put Goods in Hould in order; for if they be not ſo, they ſay it is not ſtow'd, but lies in Hould. So if any Goods be plac'd in order between the Decks, it is call'd *Stowing*. Alſo the placing and laying the Top-Sails in the Top, is call'd *Stowing the Sails*.

A Strake

A Strake; is a Seam between two Planks, as the *Garboard-Strake*; which ſee in its Place. *The Ship heels a Strake*, is when there is the whole Breadth of a Plank riſing from the Keel, before they come to the Floor-Timbers.

A Strap; is a Rope ſplic'd about any Block, to make the Block faſt by to any Place, where they have Occaſion to uſe it, by the Eye made in the Strap, at the Arſe of the Block.

A Stream-Anchor; is a ſmall Anchor, us'd to the Stream-Cable. Vide *Anchor*.

A Stream-Cable; is a ſmall Cable, to ride by in Streams, in Rivers, or in fair Weather. In ſtopping a Tide, they always uſe the ſmalleſt Ground-Tackle they have, if it will hold; which is done both for Lightneſs to weigh, and to ſave the beſt from wetting.

A Stretch. When they go to hoiſe a Yard, or hale the Sheat, they ſay, *Stretch* forwards the Halliards, or the Sheats; that is, deliver along that Part which they muſt hale by into the Mens Hands, that they may be ready to hoiſe or hale.

Stretchers; are only us'd in Boats, and are thoſe Wooden Staves the Rowers ſet their Feet againſt when they row, that ſo they may be able to fetch the ſtronger ſtroke.

To Strike; is to let fall the Sails. When Ships ſtrike to one another, it is paying Reſpect, unleſs it be done to ſtay for one another. If an Enemy's Ship ſtrikes,

it ſignifies that ſhe yields. When a Shi
beats upon the Ground, they alſo ſay
ſhe ſtrikes. When they take down th
Top-Maſts, they call it, *Striking of them*
When they lower any Thing into th
Hould with the Tackles, or any othe
Rope, they call it, *Striking down into Hould*
The letting the Colours run down upo
the Staff, is alſo call'd, *Striking.*

To Suck. When all the Water is draw
out, and the Pump draws Wind, the
ſay, ſhe ſucks. The ſame Word is us
when a Ship draws down the Helm, an
and as it were ſucks the Whip-Staff ou
of the Steerſman's Hands.

A Surge; is a Wave. But when the
heave at the Capſtain, and the Cable ſli
back again, they ſay, *The Cable ſurges.*

The Swabber; is the loweſt Office aboa
a Ship; his Buſineſs being to ſee the Sh
kept neat and clean in all Parts; to whi
End he is, at leaſt once or twice a Wee
if not every Day, to cauſe the Ship
be well waſh'd within Board, and wit
out above Water, eſpecially about t
Gun-Wales and Chains; and for preven
ing of Infection, to burn ſometimes Pito
or any ſuch wholeſome Perfumes, b
tween the Decks. He is alſo to have
Eye to every private Man's Sleeping-Pla
to warn them all to be cleanly and ne
and to complain to the Captain of a
that are naſty.

The Sweep; is the Mould in which
Futtocks are plac'd.

Sweeping; is hanging a Three-flook'd Grapnel over the Boat's Stern, and letting it down into the Sea or Channel; and by the rowing of the Boat to drag it on the Ground up and down, to find some Cable or Hawser slipp'd from an Anchor, to which no Buoy was fasten'd.

To Swift the Boat; is to make fast a Rope by the Gun-Wale round about the Boat, and fasten the Boat-Rope to that; and with this Boat-Rope, the Boat is tow'd at the Ship's Stern; by which Swifting, the Boat is strengthen'd to endure the Tow.

Swifters; belong to the Main and Fore-Mast, and serve to relieve and strengthen the Shrowds, and keep the Mast stiff. They have their Pendants made fast under the Shrowds, at the Head of the Masts, with a double Block, through which is reev'd the Swifter; which at the standing Part has a single Block, with a Hook hitch'd in a Ring by the Chain-Wale; and so being hal'd, does help to strengthen the Masts.

Swifting; is us'd in the Sea Language when Ships are brought on Ground, or to Careen; then they swift the Masts, to ease and strengthen them, which is done by tying fast all the Pendants of the Swifters and Tackles with a Rope, close to the Masts, as near the Blocks as may be; then they carry forward the Tackles, and so bowse them down; that is, hale them down, as hard and taught as possible. This eases the Mast, so that all its Weight

does not hang by the Head, as otherwise it would; and it also helps to keep them from rising out of the Steps.

T.

Tacks; are great Ropes, with a Wale Knot at one End, which is feas'd into the Clew of the Sail, and so reev'd first through the Chefs-Tree, and then comes in at a Hole of the Ship's Side. The Use of them is to carry forwards the Clews of the Sails, and make them stand close by a Wind; and then the Sails are thus trimm'd: The Main, Fore, and Mizzen Tacks, are close a-Board, or hal'd as forward in as may be; and so are the Bowlings of the Weather-Side: The Lee-Sheats are hal'd close aft; but the Lee-Sheats of the Fore-Sail not so much unless the Ship gripe. The Lee-Braces of all the Yards are brac'd aft, and the Top-Sails are govern'd as the Sails they belong to. Hence they say, *A Ship sails close under a Tack*; that is, close by a Wind. *Hale aboard the Tack*, is to hale it down close to the Chefs-Trees. *Ease the Tack*, is not quite so close aboard. *Let rise the Tack*, is, let it go all out. It is commonly belay'd to the Bits, or else there is a Kevel that belongs to them. These Tacks only belong to the Main-Sail, Fore-Sail, and Mizzen, and are ever made tapering.

To Tack a Ship; is to bring her Head about, to lie the other Way; as if her Head at firſt lay Weſt-North-Weſt, now it will lie Eaſt-North-Eaſt, the Wind being at North. Then ſuppoſing a Ship has all her Sails out, which they uſe by a Wind, they do thus: Firſt, make her Stay, for which, Vide *Stays*; then they ſay, *She is Pay'd*; and ſo let the Lee-Tack riſe, and hale aft the Sheats, and ſo trim all her Sails by a Wind, as they were before.

Tackles; are ſmall Ropes, that run in three Parts, having either a Pendant with a Hook to it, or a Rammer, and at the other End a Block and Hook, to catch hold and heave in Goods into the Ship. There are theſe ſeveral Sorts; the Boat's Tackles, which ſtand one on the Main-Maſt-Shrowds, the other on the Fore-Maſt-Shrowds, to hoiſe in the Boat; and they alſo ſerve for other Uſes: The Tackles which belong to the Maſt, which ſerve in the Nature of Shrowds, to keep the Maſt from ſtraining: The Gunner's Tackles, with which they hale the Guns in and out: And, laſtly, the Winding-Tackle; which ſee in its Place. That Part of the Tackle which they hale upon, is call'd, *the Fall*; but the End to which the Block is ſeaz'd, is call'd, *the Standing Part*. To hale upon the Tackle, is term'd, to bowſe upon the Tackle.

To Tally. When they hale aft the Sheats of Main or Fore-Sail, they ſay, *Tally aft the Sheats*.

Tapering; is when any Rope or other Thing is made bigger at one End than at the other, as the Tacks are made tapering; for which Reaſon they purchaſe the better, and it ſaves a great deal of Stuff, becauſe the Rope at one End bears little or no Streſs.

Taper Bore; is when the Bore of a Gun is wider at the Mouth than towards the Breech, which Pieces are not good; for if the Shot that goes in at the Mouth will not go home to the Powder, but ſtick by the Way, it endangers the Gun.

Tar-Pawling; is a Piece of Canvas tarr'd all over, to laſh upon a Deck or Grating, to keep the Rain or other Water from ſoaking through.

Taunt. When a Maſt is very high for the Proportion of the Ship, they ſay, *It is a Taunt Maſt*.

Taught; is tight, ſtiff, or faſt; as they ſay, *Set taught the Shrowds, the Stays*, or any other Rope, when it is too ſlack.

A Tempeſt. When it over-blows ſo exceedingly, that there is no bearing any Sail, and the Wind is mix'd with Rain or Hail, they call it a Tempeſt; and that is reckon'd a Degree above a Storm.

The Thaughts; are the Seats on which they ſit who row in the Boat.

Thowles; are the ſmall Pins which they bear againſt with their Oars when they row, and ſtand in Holes on the upper Side of the Gun-Wale of the Boat; being commonly madeof Aſh, for Toughneſs.

Thwart-

Thwart-Ships: That is, a-croſs the Ship from one Side to the other; the contrary being *alongſt Ships*; that is, along the Ship from Head to Stern.

Tide. This Word is pretty well known to all Men, and is common to the Ebb and Flood, which are call'd, *Tide of Ebb*, and *Tide of Flood*. *A Windward Tide*, is when the Tide runs againſt the Wind, at which Time the Sea breaks moſt, and runs higheſt; but then a Ship at Anchor ſtrains the Cables leaſt. *A Leeward Tide*, is when the Wind and Tide go both one Way, then the Sea is ſmoother. When they ſay, *It flows Tide and Half-Tide in any Place*, which is a very improper Expreſſion, the Meaning is, that the Tide runs three Hours, which is four Points longer in the Offing than it does by the Shore; that is, if it be High-Water at the Shore at twelve a Clock, it will not be High-Water in the Offing till three, which is the Time for the Running of half a Tide. So as it ebbs or flows more, they ſay, *It runs Tide*. When they come into Harbour, they ſay, they will bring their Tide with them; that is, come in with the Flood, to carry them over any Showls.

A Tide-Gate; is where the Tide runs very ſtrong.

To Tide over, or *up to a Place*; is to go with the Tide of Flood or Ebb, and ſo ſtop the contrary Tide at an Anchor, till the ſame Tide come again; which is us'd when the Wind is contrary, but does not over-blow.

The Ties; are Four-ſtrand Ropes, Hawſer-laid; becauſe this ſort of Laying does not ſtretch ſo much as the Three-ſtrand Ropes, and runs ſmoother in the Hownds. By theſe Ropes the Yards hang, and they carry up the Yards, when the Halliards are ſtrain'd to hoiſe the Yards. The Main and Fore-Yard Ties are firſt reev'd through the Ram-Head, then through the Hownds at the Head of the Maſt, and ſo with a Turn in the Eyes of the Slings, which are made faſt to the Yard, they are ſeaz'd faſt and cloſe to the Yard. The Mizzen-Yard and Top-Maſt-Yard have but ſingle Ties. The Sprit-Sail has one made faſt with a Pair of Slings to the Boltſprit.

The Tiller; is the ſame as the Helm. Vide *Helm*. Only the Word Tiller is moſt properly us'd for that they ſteer the Boat by; and ſo they ſay, *Hand me the Tiller of the Boat*, and not the Helm; tho' the Uſe of both be the ſame.

Tight. When a Ship is Staunch, and makes but little Water, ſhe is then Tight, and this is ſoon known by the Smell of the Water; for if it ſtink much, it is a Sign it has lain long in the Ship; and if it is ſweet, that it is newly come in.

The Tilt; is a Covering to ſpread over a Boat, ſupported on Hoops or Bales, to keep off the Sun in hot Weather, or the Rain from thoſe who ſit in it.

A Tire; is, as we may ſay, a whole Round, or Guns every where fore and aft on the Deck. Some Ships have two

or

or three Tires of Guns. The Fore-Caſtle and the Half-Deck being furniſh'd, make half a Tire. *The Cable-Tire*, is the Space that is in the Middle of the Cable, when it it is quoil'd up.

Tompions; are Bits of Wood, turn'd fit for the Mouths of the Guns, and put into them, to keep out the Rain or Sea-Water from waſhing in, when the Mouths lie without Board.

Top-Armours; are the Cloths that are ty'd about the Tops of the Maſts for Show; as alſo to hide Men that lie there in Time of Fight, to fling Fire-Pots, ply ſmall Shot, or the like.

Topgallant-Maſts; are the Maſts above the Top-Maſts. Vide *Maſts*. And only the Main and Fore-Maſts have them.

Topgallant-Sails; are the Sails at the Topgallant-Maſts. Vide *Sails*. And theſe Sails draw Quarter-Winds very much in a Loom or freſh Gale, ſo it blows not too much.

Top-Maſts; are generally half as long as the Maſts they belong to, and ſtand on their Heads. They belong to the Fore, Main, and Mizzen-Maſts.

Top-Ropes; are thoſe wherewith they ſet or ſtrike the Top-Maſts, and belong only to the Main and Fore-Top-Maſts. They are reev'd through a great Block, that is ſeaz'd under the Cap on one Side; and then it is reev'd through the Heel of the Top-Maſt, where there is a Braſs Sheever plac'd a-thwart Ships, and then brought

up

up and made faſt on either Side of the Cap, with a Clinch to a Ring, which is faſten'd into the Cap. The other Part comes down by the Ties, and is reev'd into the Knight, and brought to the Capſtain, when they heave it.

Tops; are the Round, as it were, Floors made at the Top of all Maſts, for Men to ſtand on, being made of Boards, and ſtrengthen'd round with Iron.

Top-Sails; are thoſe that belong to the Top-Maſts. Vide *Sails*.

Top the Lifts, or *Top the Martnets*; is no other than hale them.

To Tow; is to drag any thing at the Ship's Stern in the Water. The nearer any Thing is when tow'd, the leſs it hinders the Ship's Way; but the farther off, the eaſier it is for that which is tow'd, becauſe then the Ship does not give ſuch Twitches.

The Tranſome; is the Timber that lies a-thwart the Stern of the Ship, betwixt the two Faſhion-Pieces, and lays out her Breadth at the Buttock. 'Tis juſt under the Gun-Room-Port a-Stern. *To lie with a Ship's Tranſome*, is to lie juſt with the End of the Planks, where they are faſten'd to the Faſhion-Pieces a-Stern. *To come in with a Ship's Tranſome*, is juſt betwixt her Gun-Room-Port and her Quarter-Port; and this is the ſafeſt coming up, becauſe there Ships are moſt naked, and there Gallies uſe to come up with Ships.

Traverſe. The Way of the Ship, in reſpect of the Points whereon they ſail, and the Angles the Ship makes in going to and again, is the Traverſe of the Ship.

To Traverſe a Yard; is to ſet it any way over-thwart.

To Traverſe a Gun; is to lay and remove it, till it comes to bear with the Mark.

Traverſe-Boord; is a Boord kept in Steeridge, on which the 32 Points of the Compaſs are mark'd, with little Holes at every Point, for him at the Helm to keep a Score, how many Glaſſes they have gone upon a Point of the Compaſs, and ſo ſtrike in a Pin at that Point; which is to ſave the Maſter a Labour, who cannot ſo nicely watch every Wind and Courſe as he at the Helm, eſpecially when they go by a Wind, and the Wind veers and heels.

To Trench the Ballaſt. Vide *Ballaſt.*

The Trenels, ſignify as much as Nails made of Tree, being long Wooden Pins made of the Heart of Oak, wherewith they faſten all the Planks to the Timbers; for tho' they bolt the Bulk-Head, for the better Aſſurance and Strength, yet the Trenels are the Things that moſt faſten the Planks; becauſe they uſe as little Iron under Water as poſſible, leſt the Ship grow Iron-ſick. Theſe Trenels muſt be well ſeaſon'd, and not ſappy, for then the Ship will be continually leaky, and it will be hard to find the Occaſion. If a Ship by any beating upon the Ground makes a give-back, and comes a little

out

out again, they term it, *Starting of a Trenel.*

The Treiſſel-Trees, are join'd to the Croſs-Trees, and they lie a-croſs each other, and ſerve to the ſame Uſe; the only Difference being, that the Treiſſel-Trees are thoſe which go alongſt Ships, and the others athwart Ships. Vide *Croſs-Trees.*

Trice; is to hale up any Thing with a Dead-Rope; that is, a Rope which does not run in any Block, but only by Hand.

To Try, or *Trying*; is to have no Sail out but the Main-Sail, the Tacks aboord, the Bowling ſet up, the Sheat cloſe aft, and the Helm ty'd down cloſe aboard. Some try with only their Mizzen; but that is only when it blows ſo much, that they cannot maintain the Main-Sail.

The Trim. By this Word is commonly underſtood the ſwimming of her, either a-Head or a-Stern, or on an even Keel; and in which of theſe the Ship goes beſt, that they call her Trim. Yet this is not only to be counted her Trim, for ſome Ships will go well or ill according to the Staying of the Maſts, the Slackneſs of the Shrowds, or the like. Therefore, in ſome Men's Opinions, the Order of this Swimming conſider'd with this fitting of her Maſts and Ropes, wherein the Ship ſails beſt, ſhould be reckon'd her Trim, and not only the Line of her ſwimming in Water. The Ways of finding Ships Trim, muſt be by ſailing with another Ship, to bring her a-Head ſo many Glaſſes,

then

then a-Stern as many, and then on an even Keel. That Way which she goes best, is her Trim.

A-Trip. When the Top-Sails are hois'd to the highest, they say, they are *a-Trip.*

The Trough of the Sea; is the Hollow betwixt two Waves. When they lay a Ship under the Sea, that is, her Broad-Side to the Sea, they say, *She lies in the Trough of the Sea.*

Trucks; are the little Wooden Wheels without any Spokes, that the Carriages of the Guns run on. Also those round Things of Wood, which belong to the Parcels, are call'd Trucks.

Trunnions; are the Knobs which come from the Sides of the great Guns, and bear them up on the Cheeks of the Carriages.

Truffes; are Ropes made fast to the Parcel of the Yards, and serve for two Uses; one to bind fast the Yard to the Mast when she rowls, either a-Hull, or at an Anchor; the other to hale down the Yards in a Storm. These belong only to the Main, Mizzen, and Fore-Yard.

The Tuck; is the gathering up of the Ship's Quarter under Water. If it lie low, that makes the Ship have a fat Quarter, and hinders the Water from passing swiftly to the Rudder. If it lie high, the Ship must be well laid out in the Quarter; else she will want Bearing for her after Works, which being so high and heavy, charge a Ship very much.

A Turn. Vide *Board.*

V.

To Veer out a Rope; is to put it out by Hand, or let it run out when they may ſtop it; as, *Veer out more Cable*; that is, let more run out. It is generally us'd for veering out of thoſe Ropes which are us'd without Board, as to the Boat-Rope, the Log-Line, or the like; but it is not us'd to any running Rope, except only the Sheats. When the Wind goes in and out, that is, ſometimes to one Point, and ſometimes to another, and that on a ſudden, as it is apt to do in Storms, they ſay, *the Wind does veer and hull.*

Veering. When a Ship ſails, and the Sheat is veer'd out, they ſay, *She goes veering.* Vide *Large*, and *Quarter-Winds*, which all come to the ſame.

Under-Metal; ſignifies, that the Mouth of a Gun lies lower than the Breech.

A Viol. When the Main-Capſtain is not able to purchaſe in the Cable, by reaſon that the Anchor is let fall into ſuch ſtiff Ground, that they cannot weigh it, or elſe the Sea runs ſo high, that it cannot purchaſe it in; then for more Help they take a Hawſer, and open one Strand of it, and ſo put in it Nippers, ſome ſix or eight, about a Faddom Diſtance from each other; and with theſe Nippers, which are ſmall Ropes with a little Truck at one End, they bind faſt the

the Hawſer to the Cable, and then bring it to the Jeer-Capſtain, and heave upon it; and this will purchaſe more than the Main-Capſtain can: And this Viol is faſten'd together at both Ends with an Eye and a Wale-Knot, or elſe with two Eyes ſeaz'd together.

W.

A *Wad*; is any Thing ramm'd down into a Gun to keep the Shot cloſe to the Powder, and prevent its rowling out.

To Waft; is what we generally call to convoy; that is, to conduct and guard any Ship or Fleet at Sea: Hence

Wafters; is a Word us'd for Men of War.

A-Waiſt; is a Sign for the Boat to come aboard, and is a Coat, Gown, or the like, hung up in the Shrowds. When a Ship hangs a-Waiſt upon the Main-Stay, it is a Sign of Diſtreſs, as that it has ſprung a-Leak, or the like.

The Wake; is the ſmooth Water which the Ship makes a-Stern of her, ſhowing the Way ſhe has gone in the Sea. By this they give a Judgment what Way the Ship does make; for if the Wake be right a-Stern, then they reckon ſhe makes her Way good as ſhe looks; but if the Wake be a Point, two or more, to Leeward, then the Ship goes to Leeward of her Courſe. When the Ship does ſtay a-Weather of her Wake; that is, when in her

her ſtaying ſhe does it ſo quickly, that ſhe does not fall to the Leeward, and when ſhe is tack'd her Wake is to the Leeward, it is a ſure Sign that the Ship feels her Helm well, and is nimble of Steerage. In chaſing, when the Chaſer is gotten as far into the Wind as the Chas'd, and ſo ſails directly after her, then they ſay, *they have gotten her Wake.*

Wale. Vide *Bend.*

A Wale-Knot; is a round Knot or Knob, made with three Strands of a Rope, ſo that it cannot ſlip; and with theſe Wale-Knots, the Tacks, the Top-Sail-Sheats, and the Stoppers, are made faſt; as are ſome other Ropes beſides.

Wale-Rear'd; is when a Ship is built right up, after ſhe comes to her Bearing, which is unſightly, and, as the Seamen term it, not Ship-ſhapen; but it makes a Ship within Board much the roomer, and not the leſs wholeſome in the Sea, if her Bearing be well laid out.

Walt. A Ship is ſaid to be Walt, when ſhe has not Ballaſt enough to keep her ſtiff to bear a Sail.

The Wap; is that wherewith the Shrowds are ſet taught. There are alſo ſmall Waps, which are ſeaz'd to the midſt of the Top-Maſt, and Topgallant-Stay.

A Warp; is any Rope us'd to warp a Ship, and is moſt commonly a Hawſer.

To Warp; is to have a Hawſer, or any other Rope ſufficient to hale up a Ship

and an Anchor bent to it, and ſo lay that out over the Bar over which they are to go, and by that hale the Ship forwards. It is us'd when they want a Wind to carry them out, or into a Harbour; and this is call'd *Warping*.

To Waſh a Ship; is us'd at Sea, when they cannot come a-ground, or careen her. They make her heel over to a Side with her Guns, and Men on the Yard-Arms, and ſo waſh that Side and ſcrape it, as far as out of the Water, which is commonly five or ſix Strakes; and this is done in Calms, or in a ſmooth Road.

To Waſh off the Shore; that is, cloſe by the Shore.

Waſte; is that Part of the Ship which is between the Main-Maſt and the Fore-caſtle.

Waſte-Boards; are the Boards that are ſet up in the Waſte of a Ship, betwixt the Gun-Wale and the Waſte-Trees; but moſt us'd in Boats, to be ſet up alongſt the Sides, to keep the Sea from breaking into them.

Waſte-Cloths; are all thoſe which are round about the Cake-Work of the Hull of the Ship, being the ſame they call by another Name, the Fights of the Ship.

Waſte-Trees; are thoſe Pieces of Timber which lie in the Waſte of a Ship.

Watch. At Sea, the Ship's Company is divided into two Parts, the one call'd the Starboard, and the other the Larboard Watch. The Maſter is the Chief of the Star-

Starboard, and his firſt Mate of the Larboard. Theſe are in their Turns to watch, trim Sails, pump and do all Duties for four Hours, and then the other Watch relieves them for the ſame Time, which they do throughout the whole Day and Night. Four Hours they call a whole Watch. In Roads and Harbours, they watch by Quarter-Watch; that is, when only one Quarter of the Ship's Company watches at a Time.

Water-Borne. When a Ship is juſt off the Ground, ſo that ſhe floats, ſhe is ſaid to be *Water-Borne.*

The Water-Line; is the Line which Shipwrights pretend ſhould be the Depth for the Ship to ſwim in, when ſhe is laden both a-Head and a-Stern; for a Ship never draws ſo much a-Head as ſhe does a-Stern, becauſe if ſhe did, ſhe could never ſteer well.

Water-Shot; is a Way of Mooring, laying the Anchors, neither a-croſs the Tide, nor right up and down with it, but betwixt both, or Quartering.

The Water-Way; is the ſmall Ledge or Piece of Timber which lies fore and aft on the Ship's Deck, cloſe by the Sides, to keep the Water from running down there.

Waving; is making a Sign for a Ship or Boat to come towards, or go from them, as the Sign is made, either towards or fromwards the Ship.

Way of a Ship. The Rake and Run of the Ship are call'd her Way forward on, or aftward on. When a Ship ſails apace, they ſay, *ſhe has good Way, freſh Way*, or the like. In caſting a Dead-Reckoning, they allow a Leeward-Way, which is as much as ſhe drives to Leeward from the Way ſhe ſeems to go.

To Weather; is to go to Windward of a Place or Ship.

Weather-Bow; is the Bow next the Weather; and ſo of all other Parts of the Ship; as the Weather-Side, or any Thing that is to the Windwardmoſt-Side, they call it the Weather-Part, or a-Weather.

Weather-Coile; is when a Ship is a-Hull, to lay her Head the other Way, without looſing any Sail, which is done by only bearing up the Helm; and that is an excellent condition'd Ship which will do it, for moſt Ships will not *Weather-Coile*. The Uſe of it is, that when they would drive with her Head the other Way, a-Hull, they need not open any Sail, wherewith before the Ship can come to veer, ſhe will run a great Way to Leeward, when once ſhe is before the Sea under Sail.

Wedges; are us'd to make faſt the Maſt in the Partners. They alſo put a Wedge into the Heels of the Top Maſts, to bear them upon the Treſſel-Trees.

Wending; is the turning about of a Ship when ſhe is at Anchor.

The Whelps; are like Brackets, ſet to the Body of the Capſtain, cloſe under the Bars, down to the Deck, and ſerve to give the Sweep to the Capſtain. They are made ſo in Parts, that the Cable may not be ſo apt to ſurge as it would, if it were to run upon a Body entirely round.

A Wherry; is one of the ſmalleſt Sort of Boats.

The Whip; is the Staff the Steerſman holds in his Hand wherewith he governs the Helm, and ports it over from one Side to the other. It has a Ring at one End, which is put over the End of the Helm, and ſo comes through the Rowl up into the Steeridge. Whips are not us'd in great Ships, becauſe, by Reaſon of the great Weight of the Rudder, and the Water which lies upon it in foul Weather, they are not able to govern the Helm with a Whip, but one Man being able to ſtand to it conveniently.

Wholeſome. A Ship is ſaid to be wholeſome at Sea, when ſhe will Hull, Try and Ride well, without rowling or labouring much in the Sea.

Whoodings; are the Planks which are join'd and faſten'd alongſt the Ship's Side into the Stem.

Wind, needs no Explanation; unleſs we ſay, it is a Motion of the Air, enclining to ſome one Part of the Horizon, and by its various Changes giving Life to Navigation. There are as many Winds as Points of the Compaſs; that is, Thirty

two;

two; tho' ſome will allow but of four Winds, which are North, South, Eaſt and Weſt, ſubdividing the others into Halfs, Quarters, and Half-Quarters.

The Wind largeth; ſignifies, that it grows fair, and comes aft.

To Wind a Ship; is to bring her Head about, either with the Boat, or with ſome Oars out of her Hawſe or Stern-Ports, if ſhe be a ſmall Ship.

The Ship Winds up; is when ſhe comes to ride by her Anchor.

How Winds the Ship, is a Queſtion they aſk when under Sail, and ſignifies, upon what Point of the Compaſs does ſhe lie with her Head.

To Wind the Boat; is only to turn the Boat's Head about.

The Winding-Tackle; is this: A great double Block, with three Sheevers in it, which is faſt ſeaz'd to the End of a ſmall Cable, brought about the Head of the Maſt, and ſo ſerves for a Pendant. This has a Guy brought to it from the Fore-Maſt, and into the Block there is reev'd a Hawſer, which is alſo reev'd through another double Block, having a Strap at the End of it; which Strap being put through the Eye of the Slings, is lock'd into it with a Fid, and ſo ſerves to hoiſe the Goods. The Fall is reev'd into the Snatch-Block, and ſo brought to the Capſtain, for heaving of weighty Goods.

The Winding-Tackle-Blocks; are Main-Double-Blocks, with three Sheevers in each of them, and are faſt ſeaz'd to the End of a ſmall Cable, which is brought about the Head of the Maſt, as may be ſeen above, under *Winding-Tackle*.

The Windlaſs; is a long Piece of Timber, having ſome ſix or eight Squares, and is plac'd from one Side of the Ship to the other, aloft cloſe abaft the Stem, where the Cables come in. It is only us'd in ſmall Ships among the *Engliſh*, but more among the *Dutch*; and the Reaſon of it is, becauſe they go very ſlightly Mann'd, and the Windlaſs does purchaſe much more than the Capſtain, and with no Danger to the Men; for they heave about the Windlaſs with Handſpecks; that is, Wooden Leavers, commonly us'd in removing any Thing that is ponderous, which they put into the Holes made at either End of it; and tho' they cannot heave forwards, or any one ſhould fail, yet the Windlaſs will pawl it ſelf, and ſo avoid all Danger: Whereas at the Capſtain, if any fail, they may be thrown from the Capſtain, and their Brains beaten out againſt the Ship's Side, if they weigh in a Sea-Gate. But the Capſtain does purchaſe faſter, and therefore the *Engliſh*, who have Men enough for it, uſe that. There is alſo a Windlaſs in the Head of the Boat, to weigh the Anchor by the Buoy-Rope.

Wind-taught. Any Thing that holds Wind aloft, which may prejudice the Ship's ſailing or riding, is ſaid to be Wind-taught; as too much Rigging, high Ropes, and the like. Alſo when they ride in any great Streſs, they bring their Yards alongſt Ships, and ſtrike down the Top-Maſts, and the like, becauſe they hold Wind-taught; that is, they hold Wind ſtifly; for Taught is the ſame as Tight, or Stiff.

Windward; is the Side from whence the Wind comes, oppoſite to the Leeward, which is the Side the Wind blows upon: So any Thing that is on that Side the Ship from whence the Wind comes, is ſaid to be to Windward.

A Windward-Tide; is when the Tide runs againſt the Wind; as a Leeward Tide is that which runs down with the Wind. The former makes the roughest Water.

With the Metal; is a Phraſe among Gunners, ſignifying, that a Piece lies Point-blank.

Wood and Wood; ſignifies the letting in of two Timbers one into another, ſo cloſe, that the Wood of the one joins cloſe to the Wood of the other.

A Worm; is a Winding-Iron put upon the End of a Staff, and is us'd to draw the Shot out of a Gun, if there be Occaſion.

Worming; is the laying of a ſmall Rope or Line alongſt, betwixt the Strands of

a Cable or Hawſer; the Uſe of it being to help and ſtrengthen the Cable or other Rope to which it is join'd. The *Dutch* do this to new Ropes, and others to old ones almoſt decay'd.

To Would, or *Woulding*; is to bind Ropes about any Maſt, Yard, or the like, to keep on a Fiſh, or to ſtrengthen it. Sometimes, when the Whoodings give Way by the over-charging of the Boltſprit, they are fain to would to the Bows; which is done by paſſing a Cable through both Sides, and ſo bringing it in again, and twiſting it together with Handſpecks as ſtrong as may be. No Maſt or Yard is ever fiſh'd, but it is alſo woulded; and this is call'd, the Woulding of the Maſts or Yards. Alſo the Ropes which come from the Beak-Head over the Boltſprit, and laſh it faſt down from riſing off the Pillow, are call'd, the Wouldings of the Boltſprit.

Y.

Yards; are long-round Pieces of Timber, ſomewhat thicker in the Middle than at the Ends, and hang by the Middle a-croſs the Maſts. The Uſe of them, to bear the Sails which are made faſt to, and hang down from them. The ſeveral Yards belonging to a Ship are, the Sprit-Sail-Yard, hanging over the Boltſprit; the Sprit-Sail-Top Sail-Yard, over that again: The Fore-Yard, belonging

ing to the Fore-Maſt; the Fore-Top-Sail-Yard, to the Fore-Top-Maſt; and the Fore-Topgallant-Yard, over that again at the Fore-Topgallant-Maſt: The Main-Yard, at the Main-Maſt; the Main-Top-Sail-Yard, at the Main-Top-Maſt; and the Main-Topgallant-Yard, over the laſt, at the Main-Topgallant-Maſt: The Mizzen-Yard, at the Mizzen-Maſt; and this is the only Yard which does not hang ſquare with the Maſt, but ſloaping up and down; the reſt having ſquare Sails, and this a triangular one. The laſt is the Mizzen-Top-Sail-Yard, at the Mizzen-Top-Maſt; and this hangs ſquare, and has a ſquare Sail, like the reſt. The Terms us'd about the Yards are, *Top the Yards*; that is, make them hang even. *Brace the Yard*; that is, traverſe aft the Yard-Arm, whoſe Brace is hal'd.

A Yaw. When the Ship is not ſteer'd ſteady, but goes in and out with her Head, they ſay, *She Yaws.* This hinders a Ship's Way very much; and therefore Men of War in Chace put the ableſt Men to the Helm, who can keep her ſteadieſt and eveneſt upon a Point, which is the Reſult of Care and Judgment.

A Yoak. When the Sea is ſo rough that Men cannot govern the Helm with their Hands, then they ſeaze two Blocks to the Helm, on each Side, at the End, and reeving two Falls through them, like-

like Gunners Tackles, bring them to the Ship's Sides; and ſo ſome being at one Tackle, and ſome at the other, they govern the Helm as they are directed. There is another Way of doing it, by taking a double Turn about the End of the Helm with a ſingle Rope, the Ends thereof being belay'd faſt to the Ship's Sides; and by this they guide the Helm, tho' not ſo eaſily as the other Way; but either of theſe is call'd, *A York to ſteer by.*

FINIS.